# Viejas Hotel Project TEIR

# Appendix B

Traffic Impact Analysis

Prepared by Linscott, Law & Greenspan, Engineers

December 9, 2011



## TRAFFIC IMPACT ANALYSIS

## **VIEJAS HOTEL**

Alpine, California December 9, 2011

LLG Ref. 3-11-2072

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## **EXECUTIVE SUMMARY**

Linscott, Law and Greenspan, Engineers (LLG) has prepared the following traffic study for a proposed hotel on the Viejas Indian Reservation. The project site is located adjacent to the existing Viejas Casino on the north side of Interstate 8, between West and East Willows Road in the community of Alpine. The project proposes to develop a 150-room five-story hotel.

Existing traffic volumes (peak hour and ADT) were obtained for both the weekday and Saturday timeframes. The trip generation rate for the proposed project was utilized from the County of San Diego document titled Traffic Needs Assessment of Tribal Development Projects in the San Diego Region. The project is calculated to generate 450 ADT with 32 trips (13 inbound/ 19 outbound) during the PM peak hour.

The following scenarios were evaluated:

- Existing Conditions;
- Existing + Project; and
- Existing + Project + Cumulative Projects.

The intersection and segment analyses were conducted for the scenarios discussed above for both a weekday and Saturday. The analysis was conducted using the methodology approved by the County of San Diego.

No significant direct or cumulative project impacts were identified. Therefore, no mitigation measures are proposed.

Viejas Hotel

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- B. Peak Hour Intersection Analysis Sheets
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- D. Existing peak hour intersection calculation sheets
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#### TRAFFIC IMPACT ANALYSIS

## **VIEJAS HOTEL**

Alpine, California December 9, 2011

## 1.0 Introduction

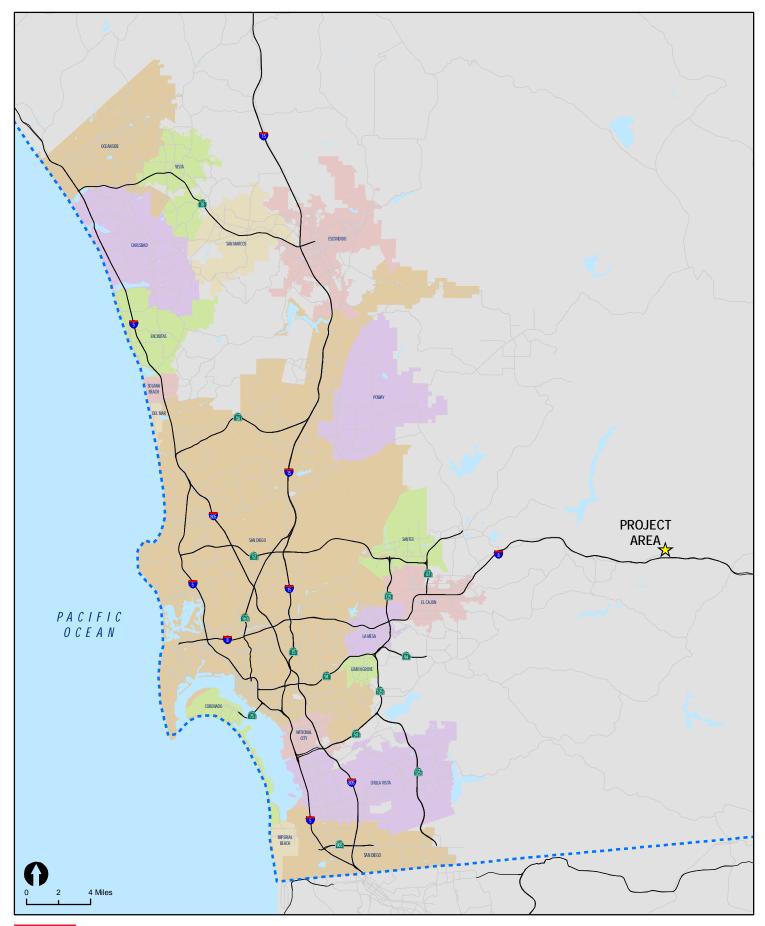
## 1.1 Purpose of the Report

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic impacts associated with the proposed Hotel on the Viejas Indian Reservation. The project site is located adjacent to the existing Viejas Casino site at 5000 Willows Road, on the north side of Interstate 8, east of the Community of Alpine. The project proposes to develop a 150-room five-story hotel.

The traffic analysis presented in this report includes the following:

- Project description;
- Existing conditions assessment;
- Traffic Analysis Methodology;
- Significance Criteria;
- Project traffic generation/ distribution;
- Cumulative projects;
- Capacity Analysis;
- Significance of Impacts; and
- Recommended Mitigation.

Figure 1-1 shows the vicinity map. Figure 1-2 shows a more detailed project area map.





**Figure 1-1 Vicinity Map**Vi ej as Hotel

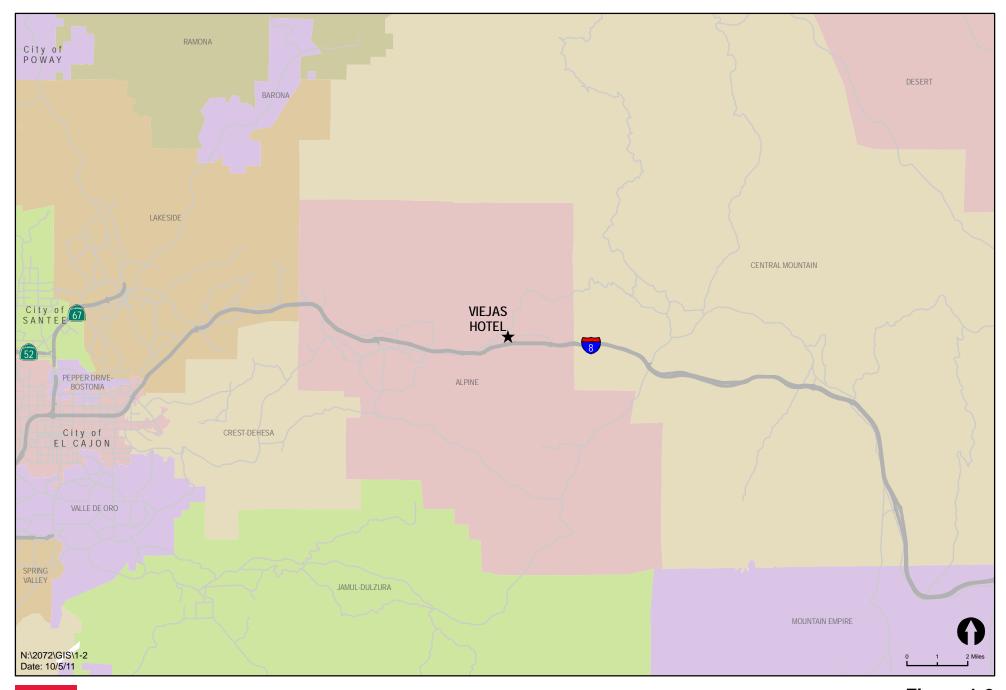




Figure 1-2 Project Area

Vi ej as Hotel

## 2.0 Project Location and Description

## 2.1 Project Location

The proposed project is located on Willows Road north of Interstate 8 on the Viejas Indian Reservation. The I-8 / West Willows Road and East Willows Road interchanges provide regional access to this project.

## 2.2 Project Description

The proposed project is an approximately 150-room five-story hotel located adjacent to existing Viejas Casino. The expansion will occur on a currently developed and paved area at the northeast corner of the casino. Approximately 12,200 square feet of the project will be connecting the new hotel lobby with the existing casino, and to provide space for an expansion of the existing buffet restaurant seating area.

The Casino currently offers approximately 133,000 square feet of gaming area in a 325,000 square foot casino. Current gaming offerings include 2,000 slot machines, 50 gaming tables, a 150-seat off-track betting facility, a 750 seat bingo pavilion, a special events venue, and five restaurants. The existing bingo pavilion will be removed, and the new hotel will be built in the vicinity of that site. Bingo will be relocated to a space within the existing casino.

## 2.3 Project Access

Access to the hotel is proposed via the existing all-way stop controlled intersection, east of the casino.

Figure 2–1 depicts the proposed site plan.





Figure 2-1
Site Plan

## 3.0 EXISTING CONDITIONS

## 3.1 Study Area

The study area for this project encompasses areas of anticipated impact related to the project. The scope of the study area (bi-directional 25-peak hour project trips) was developed based on the guidelines outlined in the "County of San Diego Report Format and Content Requirements – Transportation and Traffic – First Modification February 19, 2010" manual, existing traffic volumes to the Viejas Casino, the proposed project distribution, and a working knowledge of the local transportation system based on LLG's prior work in this area.

The intersections and segments included in the study area are listed below. These locations were chosen since they will carry the majority of project traffic.

#### Intersections

- 1. Willows Road (West) / I-8 Westbound ramps
- 2. Willows Road (West) / I-8 Eastbound ramps
- 3. Willows Road (West) / Alpine Boulevard
- 4. Willows Road (East) / I-8 Westbound ramps
- 5. Willows Road (East) / I-8 Eastbound ramps

#### Street Segments

- 1. Willows Road West of Viejas Casino/ Hotel site
- 2. Willows Road East of Viejas Casino/ Hotel site

Figure 3–1 shows the project study area.

## 3.2 Existing Transportation Conditions

The following is a brief description of the streets in the project areas. *Figure 3–2* shows an existing conditions diagram.

**Interstate 8 (I-8)** is an east/west facility that extends as a freeway from the San Diego area eastward to the California-Arizona border and beyond. It provides three lanes Eastbound and two lanes westbound lanes in the project area. The posted speed limit of Interstate 8 is 70 mph in the project area. Local interchanges are provided at Willows Road (west) and Willows Road (east).

Willows Road is constructed as a two lane undivided roadway east and west of casino and as a four-lane roadway along the casino frontage. According to the County of San Diego General Plan, Willows Road is classified as a Rural Light Collector east and west of the casino, and as a Boulevard in the immediate vicinity of the casino. Passing is allowed on some portions of the roadway. The posted speed limit is 45 mph and 50 mph. Bus stops are provided on West Willows Road. Access to the project site is via the I-8 interchanges at West Willows Road and East Willows Road only.

## 3.3 Existing Traffic Volumes

LLG commissioned average daily traffic (ADT) counts on Willows Road, east and west of the existing casino on both weekday and a Saturday. *Table 3–1* is a summary of the daily traffic counts (ADTs).

LLG also commissioned manual intersection turning movement counts during the weekday (Tuesday, September 20, 2011, 4-6 PM) and weekend (Saturday, September 24, 2011, 4-6 PM). These timeframes were selected as they represent highest traffic loads due to commuter and casino traffic, respectively.

Figure 3–3 shows the existing weekday and existing Saturday traffic volumes on a peak hour and daily basis. Appendix A contains copies of the intersection manual count sheets and ADT count sheets.

TABLE 3–1
EXISTING TRAFFIC VOLUMES

Stand Samuel	Existing ADT <sup>a</sup>				
Street Segment	Weekday <sup>b</sup>	Saturday			
Willows Road					
West of Viejas Casino	7,730	11,810			
East of Viejas Casino	2,440	2,730			

#### Footnotes:

## 3.4 Counts Comparison

LLG originally conducted traffic counts on Willows Road in Year 2005 through our prior work in the area. LLG conducted an ADT comparison between the Year 2005 and Year 2011 traffic counts. Based on our review, the Year 2011 traffic counts were 30% lower on a weekday and 26% lower on a Saturday. This reduction in traffic volumes is likely due to the current economic downturn. The lower volumes translate to better traffic operations as compared to past analyses as described in Sections 6.0 and 9.0. *Appendix A* contains a comparison table.

a. Average Daily Traffic Volumes.

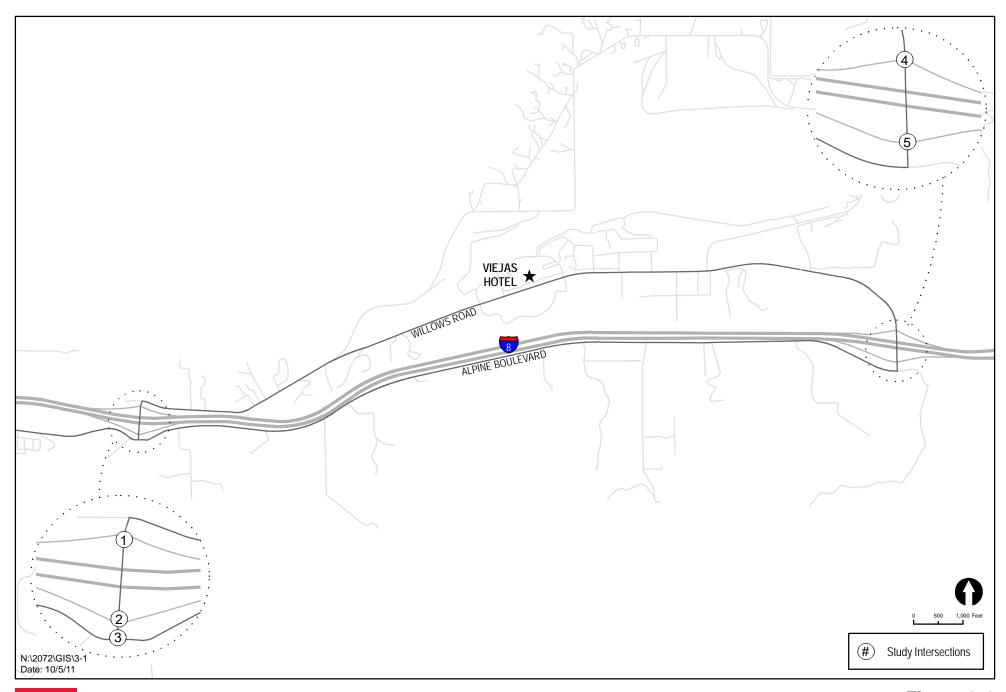




Figure 3-1
Project Study Area

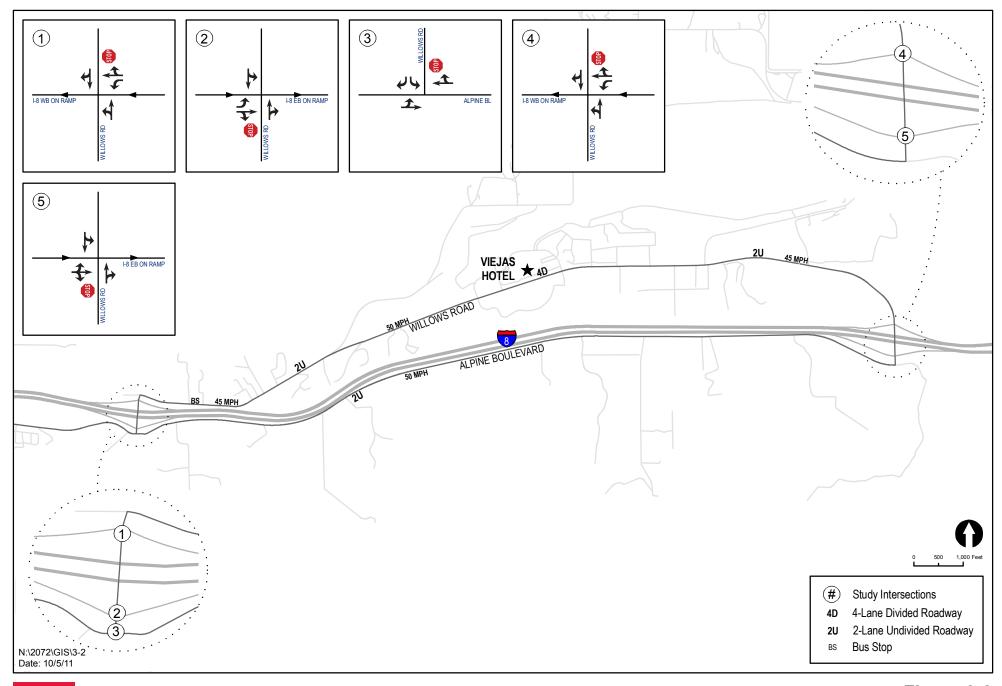
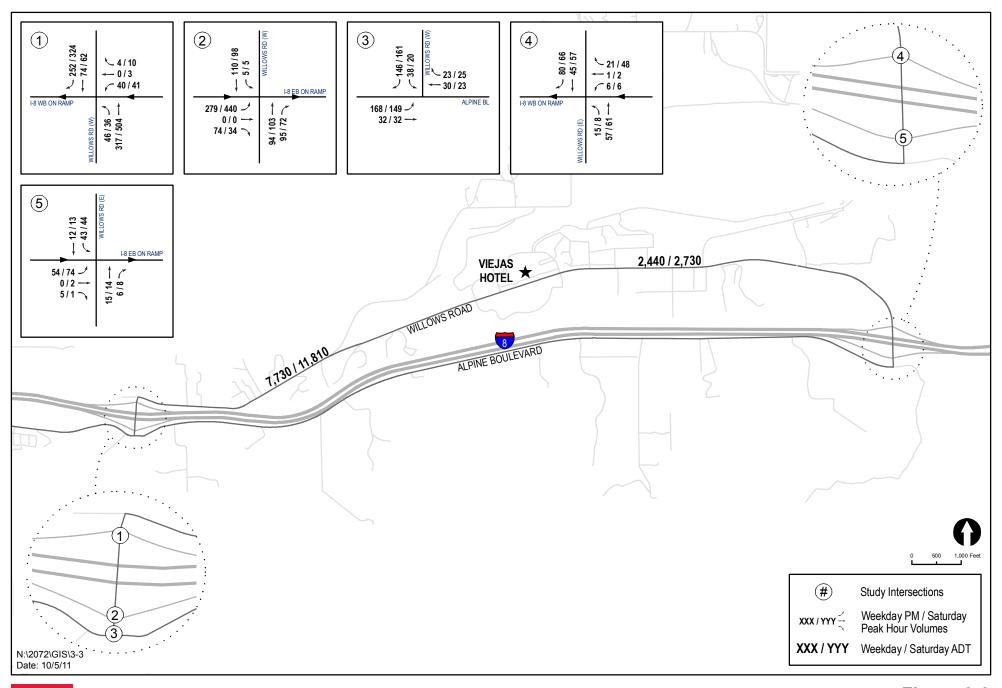




Figure 3-2 Existing Conditions Diagram



LINSCOTT LAW & GREENSPAN engineers

Figure 3-3

Existing Traffic Volumes Weekday / Saturday

## 4.0 ANALYSIS APPROACH AND METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections and roadway segments.

## 4.1 Intersections

Each study area intersection is unsignalized. These were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro (version 7) computer software. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in Appendix B.

## 4.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego's *Roadway Classification*, *Level of Service*, *and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The County of San Diego's *Roadway Classification*, *Level of Service*, *and ADT Table* is attached in *Appendix C*.

## 5.0 SIGNIFICANCE CRITERIA

The following criterion was utilized to evaluate potential significant impacts, based on the *County of San Diego Guidelines for Determining Significance—Transportation and Traffic*, dated June 30, 2009 with a first modification effective February 19, 2010. The County of San Diego's General Plan Mobility Element discusses the County's Level of Service criteria under Goal M-2. It requires that development projects provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County. The County maintains a list of such roads. West Willows Road, west of Viejas Casino has been accepted at LOS F.

## 5.1 Road Segments

This section provides guidance for evaluating adverse environmental effects a project may have on street segments. The allowable ADT increases on LOS E/F operation roadways was obtained from County guidelines and are summarized in *Table 5–1*. The thresholds in *Table 5–1* are based upon average operating conditions on County roadways. Exceeding the thresholds in Table 5–1 would result in a significant impact. It should be noted that these thresholds only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

TABLE 5–1

MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON
CIRCULATION ELEMENT ROAD SEGMENTS
ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

#### General Notes:

- 1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.
- 2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

## 5.2 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections. *Table 5–2* was obtained from County guidelines and summarizes the allowable increases in delay or traffic volumes at signalized and unsignalized intersections. Exceeding the thresholds in Table 5-2 would result in a significant impact.

# Table 5–2 Measures of Significant Project Impacts to Congestion on Intersections Allowable Increases on Congested Intersections

Level of service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement

#### General Notes:

- 1. A critical movement is an intersection movement (right-turn, left-turn, through-movement) that experiences excessive queues, which typically operate at LOS F.
- 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
- 3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
- 4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay *and* the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

**Signalized Intersections**—Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- 1. The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in *Table 5–2*.
- 2. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

*Unsignalized Intersections*—The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic impact on an unsignalized intersection as listed in *Table 5–2* and described as text below:

3. The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or

- 4. The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- 5. The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- 6. The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- 7. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

## 6.0 Analysis of Existing Conditions

**Table 6–1** summarizes the peak hour intersection operations for existing conditions in the study area. As shown, all the study area intersections are calculated to currently operate at acceptable service levels of LOS C or better on both a weekday and Saturday. **Appendix D** contains the calculation sheets.

As discussed in *Section 3.3*, the reduction in traffic volumes has attributed to the improved performance of the unsignalized intersections, especially the critical eastbound left-turn movement at the Willows Road (West)/ I-8 Eastbound ramps on a Saturday. The performance of unsignalized intersection greatly depends on gaps in the major traffic stream. With the reduction of traffic volumes, more gaps are available, leading to reduced intersection delays and improved intersection levels of service.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

			Exis	ting	ıg				
Intersection	Control Type	Week	Weekday		day				
	Type	Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS				
1. Willows Road (West) / I-8 WB Ramps	TWSC <sup>c</sup>	15.7	C	20.0	C				
2. Willows Road (West) / I-8 EB Ramps	TWSC	13.7	В	20.8	С				
3. Willows Road (West) / Alpine Boulevard	TWSC	12.5	В	11.6	В				
4. Willows Road (East) / I-8 WB Ramps	TWSC	9.0	Α	9.0	A				
5. Willows Road (East) / I-8 EB Ramps	TWSC	9.6	Α	9.9	A				

#### Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

	SIGNALIZI	ED	UNSIGNALIZED			
DELAY/LOS THRESHOLDS			DELAY/LOS THRESHOLDS			
	Delay	LOS	Delay	LOS		
	$0.0 \le 10.0$	Α	$0.0 \le 10.0$	A		
	10.1 to 20.0	В	10.1 to 15.0	В		
	20.1 to 35.0	C	15.1 to 25.0	C		
	35.1 to 55.0	D	25.1 to 35.0	D		
	55.1 to 80.0	E	35.1 to 50.0	E		
	≥ 80.1	F	≥ 50.1	F		

## 6.1 Daily Segment Levels of Service

**Table 6–2** summarizes the existing weekday and Saturday segment operations along the key study area roadways. As shown, Willows Road is calculated to currently operate at acceptable levels of service with the exception of Willows Road – West of Viejas Casino, which is calculated to currently operate at LOS E on Saturday.

Table 6–2
Existing Street Segment Operations

Street Seament	Classification	Capacity	Week	day	Saturday	
Street Segment	Classification	(LOS E) a	ADT b	LOS <sup>c</sup>	ADT	LOS
Willows Road						
West of Viejas Casino	2-lane Rural Light Collector	16,200	7,730	D	11,810	E
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,440	В	2,730	В

#### Footnotes:

- a. Capacities based on County of San Diego Roadway Classification Table (see Appendix C).
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity ratio.

## 7.0 Project Trip Generation, Distribution, and Assignment

The following is a discussion of the project trip generation calculations and the project traffic distribution and assignment through the local network.

## 7.1 Trip Generation

Project trips consist of vehicular trips on the street system, which begin or end at the project site and are generated by the proposed development. The project traffic generation calculations were conducted using the trip generation rates published in the County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region (March 2003)*. The document indicates a trip rate of 3 trips per room for a hotel. The above document does not specify different trip rates between weekday and weekend timeframes. Hence, 3 trips per room were assumed for both weekdays and weekends.

**Table 7–1** shows a summary of the project traffic generation. As tabulated the proposed hotel is calculated to generate 450 daily trips with 32 trips (13 inbound/19 outbound) during the PM peak hour.

Table 7–1
Project Trip Generation

Land Use	Size	Daily Trip (ADT		PM Peak H		ak Hour	Hour <sup>b</sup>	
Land Use	Size	D 4 8	% of In:Out		Vo	Volume		
		Rate <sup>a</sup>	Volume	ADT	Split	In	Out	
Hotel	150 rooms	3 / room	450	7%	40:60	13	19	

#### Footnotes:

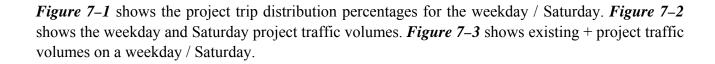
## 7.2 Trip Distribution/Assignment

Trip distribution is the process of determining traffic percentage splits on the regional and local roadway network from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and upon the general location of other land uses to which project trips would originate or terminate.

Given that the hotel is proposed to be located adjacent to the existing Viejas Casino, existing traffic counts were used to deduce the traffic distribution percentages. It is important to note that employees working at the Viejas Indian Reservation are asked to use the East Willows Road interchange to offload traffic on West Willows Road, as reflected in the existing traffic counts. To be conservative, this study assumed all project trips from the west use the I-8/ West Willows Road interchange.

a. Rate is based on County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region, March 2003* 

b. PM peak hour percentage and In/Out splits are based on "Resort Hotels" shows in SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.



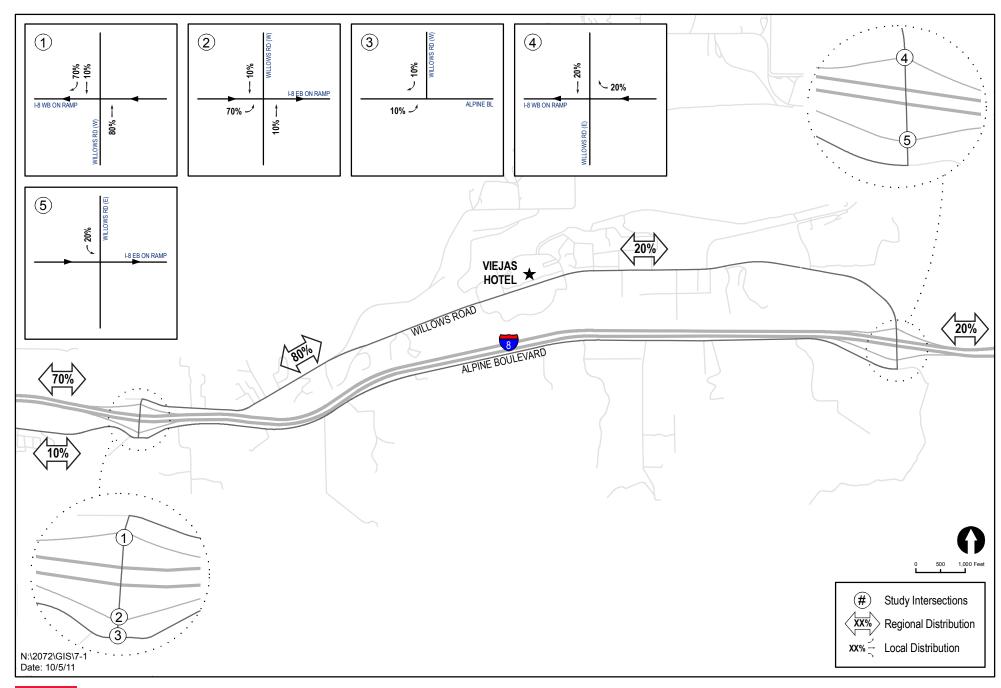




Figure 7-1

Project Traffic Distribution Weekday / Saturday

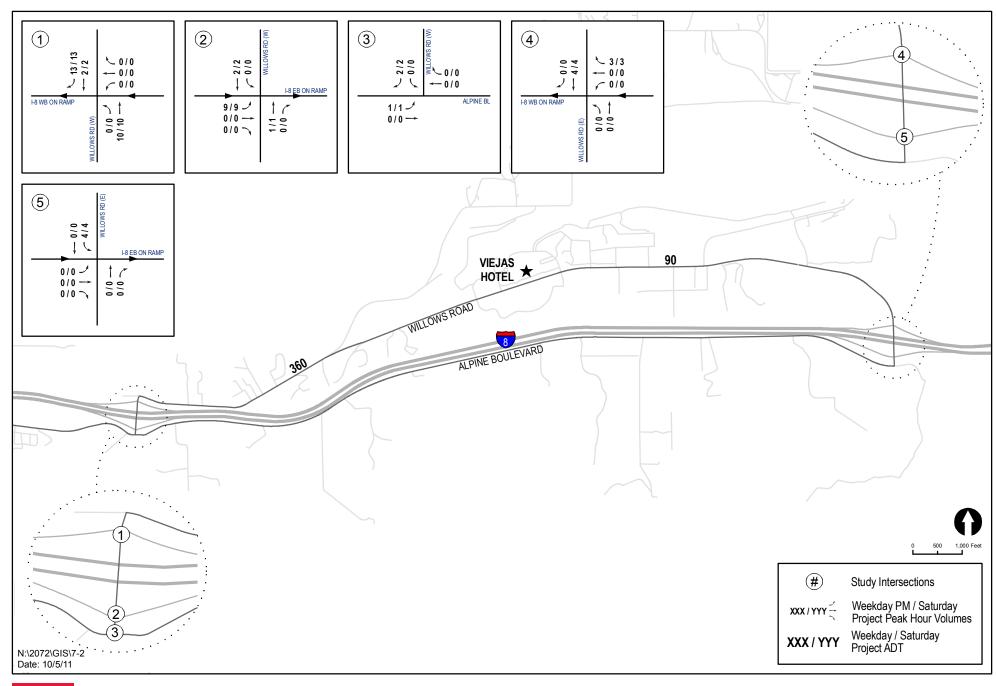
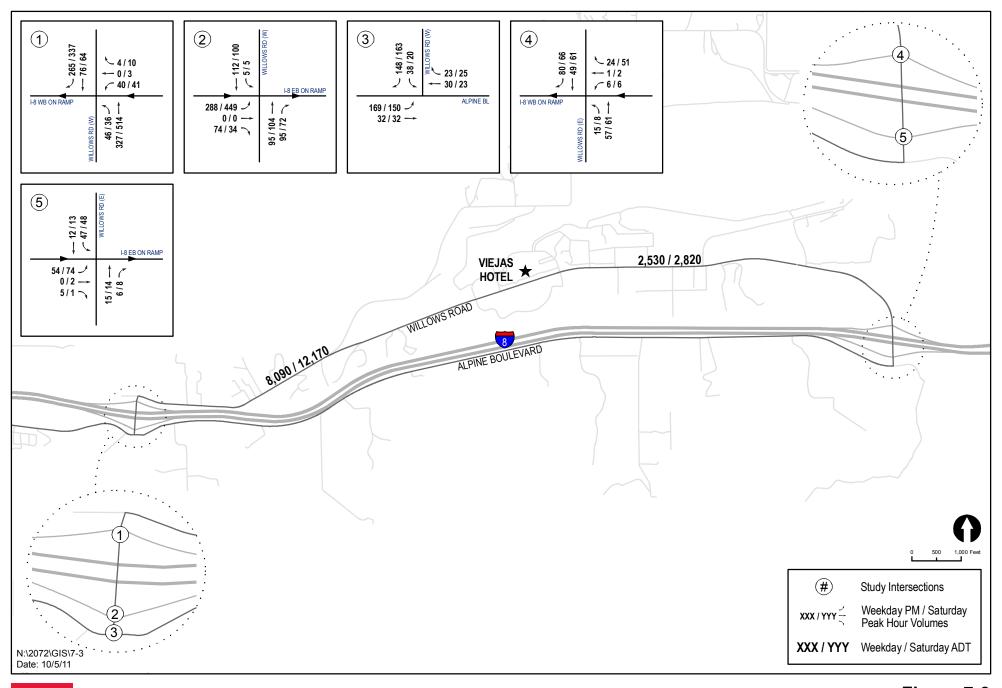




Figure 7-2

Project Traffic Volumes Weekday / Saturday



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Figure 7-3
Existing + Project Traffic Volumes

xisting + Project Traffic Volumes
Weekday / Saturday

## 8.0 CUMULATIVE PROJECTS

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. LLG coordinated with the County of San Diego staff regarding the cumulative projects in the project study area. The County of San Diego indicated that the Alpine Library Traffic Study was the most recent project completed in the project vicinity. Based on a review of this study, the following cumulative projects were included in the traffic study. **Appendix E** contains the cumulative project information.

- 1. Cronin Light Industrial
- 2. DGJM Self Storage
- 3. Alpine Regional Center Expansion
- 4. Alpine Convalescent
- 5. Victoria Village
- 6. Victoria Estates
- 7. Alpine High School
- 8. Library

## 8.1 Summary of Cumulative Projects Trips

Table 8–1 is a summary of the cumulative project trips generated in and around the project vicinity. This table shows that in total, eight (8) cumulative projects are identified, and are predicted to generate 5,016 ADT with 495 total PM peak hour trips in the community of Alpine when constructed. The majority of the cumulative projects are distant from the subject project study area; therefore only a small portion of cumulative trips will be added to the study area. The cumulative summary is based on weekday trip rates, but was also applied to the Saturday peak hour to provide a conservative assessment of weekend cumulative traffic.

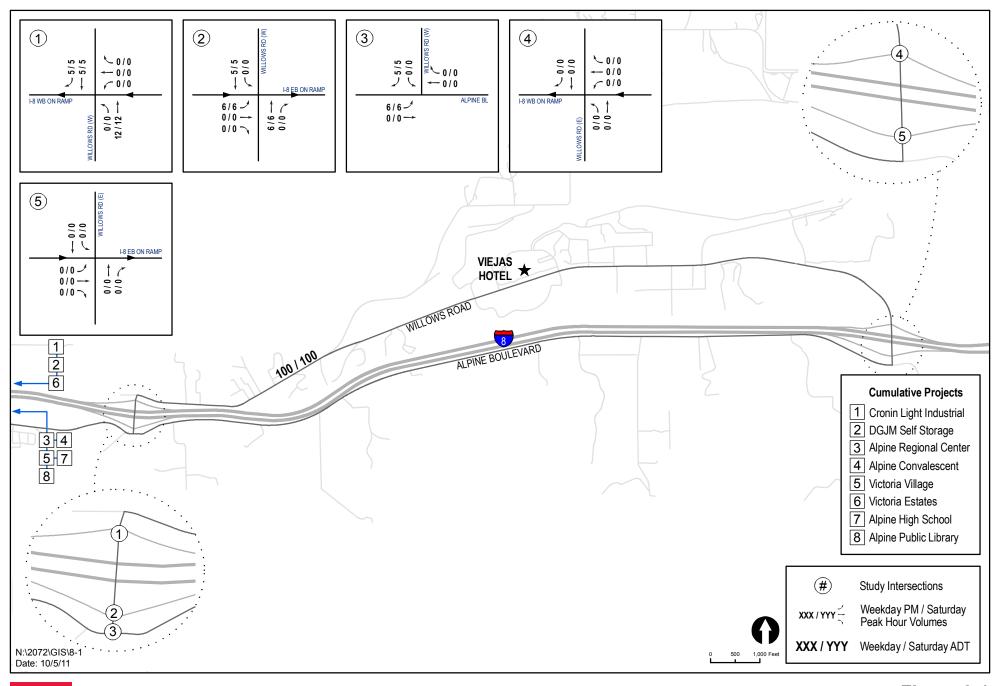
*Figure 8–1* shows the cumulative project locations and total cumulative project traffic volumes. *Figure 8–2* shows the existing weekday + project + cumulative projects traffic volumes on a weekday and Saturday.

TABLE 8–1 CUMULATIVE PROJECTS

Sl. No.	Project Number	Project Name	Land Use	Intensity	Unit	Daily Trips	PM Trips	PM In	PM Out
1	350010-005	Cronin Light Industrial	Industrial Park	33.5	TSF	536	64	13	51
2	3500 03-073- 01	DGJM Self Storage	Storage	119.78	TSF	240	22	11	11
			Specialty Retail	25	TSF	1,000	90	45	45
3	3500 01-064- 01	Alpine Regional Center Expansion	Bank with Drive- Through	2	TSF	400	40	20	20
					Sub-Total	1,400	130	65	65
4	3300 64-018- 04	Alpine Convalescent	Convalescent	29	Beds	87	6	2	4
			Specialty Retail	5.525	TSF	221	20	10	10
5	3500 10-022	Victoria Village	Condominiums	4	DU	32	3	2	1
					Sub-Total	253	23	12	11
6	3100 5431	Victoria Estates	Rural Estates	35	DU	420	42	29	13
7	N/A	Alpine High School	High School	1,100	Students	1,430	143	57	86
8	N/A	Library	Library	13	KSF	650	65	32	33
	Total Cumulative Project Trips						495	221	274

## General Notes:

a. N/A – Not available.



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Figure 8-1

Cumulative Projects Traffic Volumes Weekday / Saturday

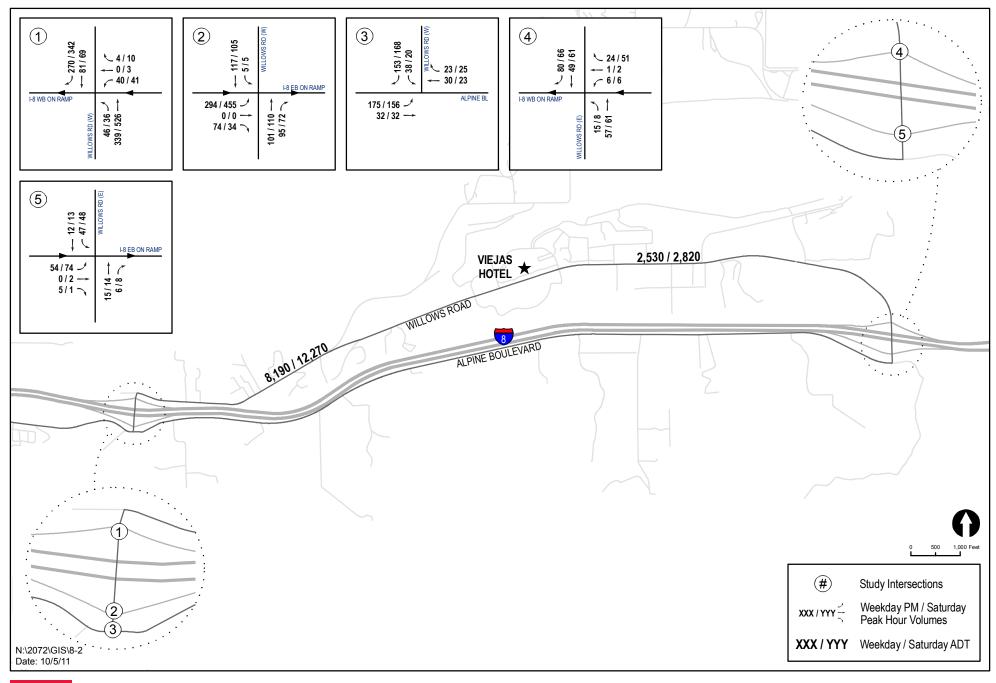


Figure 8-2
g + Project + Cumulative Projects Traffic Volumes

Existing + Project + Cumulative Projects Traffic Volumes Weekday / Saturday

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## 9.0 ANALYSIS OF NEAR-TERM SCENARIOS

The following section discusses the intersection and street segment operations for the near-term scenarios: Existing + Project and Existing + Project + Cumulative Projects. A long-term analysis was not conducted as the proposed hotel is consistent with the long-range plan for the property and included in the long-term traffic model. Appendix F contains the long-range plan for the Viejas casino.

## 9.1 Existing + Project

## 9.1.1 Intersection Analysis

**Table 9–1** summarizes the peak hour intersection operations for existing + project conditions on a weekday. With the addition of the proposed project traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better. **Appendix G** contains the peak hour calculation sheets.

**Table 9–2** summarizes the peak hour intersection operations for existing + project conditions on a Saturday. With the addition of the proposed project traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better.

## 9.1.2 Street Segment Operations

*Table 9–3* summarizes the weekday street segment operations. With the addition of proposed project traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better.

**Table 9–4** summarizes the Saturday street segment operations. With the addition of proposed project traffic, Willows Road – West of Viejas Casino is calculated to continue to operate at LOS E. The proposed project on this segment adds 360 ADT and exceeds the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. The significance of this project contribution is discussed later in Section 9.3.

## 9.2 Existing + Project + Cumulative Projects

## 9.2.1 Intersection Analysis

Table 9–1 summarizes the peak hour intersection operations for existing + project + cumulative project conditions on a weekday. With the addition of the proposed project and cumulative project traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better. **Appendix H** contains the peak hour calculation sheets.

*Table 9–2* summarizes the peak hour intersection operations for existing + project + cumulative project conditions on a Saturday. With the addition of the proposed project and cumulative project traffic, all the study area intersections are calculated to continue to operate at acceptable service levels of LOS C or better.

## 9.2.2 Street Segment Operations

*Table 9–3* summarizes the weekday street segment operations. With the addition of proposed project and cumulative project traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better.

Table 9–4 summarizes the Saturday street segment operations. With the addition of proposed project and cumulative project traffic, Willows Road – West of Viejas Casino is calculated to operate at LOS E. The proposed project on this segment adds 460 ADT and exceeds the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. The significance of this project contribution is discussed below

## 9.3 Significant Impacts

#### 9.3.1 *Intersections*

Based on the County's significance criteria, no significant direct or cumulative intersection impacts were calculated on a weekday or Saturday.

## 9.3.2 *Street Segments*

Based on the County's significance criteria, no significant direct or cumulative street segment impacts are calculated on a weekday.

While the County's ADT threshold for street segments on a Saturday has been exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined for the following reasons:

- The project is a low generating ancillary use to the Casino adding 360 ADT and 25/25 (AM/PM) peak hour trips on this segment.
- The impact occurs only on a Saturday. During peak commuter traffic on this segment is calculated to operate at LOS D or better.
- According to the County of San Diego General Plan Update Alpine Mobility Element Network, the street segment operations on this portion of Willows Road have been accepted at LOS F.
- The intersections adjacent to this segment (Willows Road/ I-8 WB ramps and Casino traffic signal) are calculated to operate at LOS D or better. Given the minimal side friction on Willows Road in this stretch, street segment operations may operate better than calculated.
- A portion of Willows Road along the casino frontage is currently built to 4-lanes, which helps in reducing congestion and improving overall street operations.

TABLE 9-1 NEAR-TERM INTERSECTION OPERATIONS (WEEKDAY)

Intersection	Control Type	Existing		Existing + Project			Existing + Project + Cumulative Project			Significant
		Delay <sup>a</sup>	LOSb	Delay	LOS	Δe	Delay	LOS	Δe	Impact?
1. Willows Road (West) / I-8 WB Ramps	TWSC <sup>d</sup>	15.7	С	16.1	С	0	16.5	С	0	No
2. Willows Road (West) / I-8 EB Ramps	TWSC	13.7	В	14.0	В	9	14.4	В	15	No
3. Willows Road (West) / Alpine Boulevard	TWSC	12.5	В	12.5	В	0	12.7	В	0	No
4. Willows Road (East) / I-8 WB Ramps	TWSC	9.0	Α	9.0	A	3	9.0	A	3	No
5. Willows Road (East) / I-8 EB Ramps	TWSC	9.6	Α	9.7	A	0	9.7	A	0	No

#### Footnotes:

- a. Average delay expressed in seconds per vehicle.
- Level of Service.
- $\Delta$  denotes an increase in delay due to project. TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e.  $\Delta$  denotes an increase in trips for the critical movement due to the project.

SIGNALIZ	ED	UNSIGNALIZED					
DELAY/LOS THR	ESHOLDS	DELAY/LOS THRESHOLDS					
Delay	LOS	Delay	LOS				
$0.0 \le 10.0$	A	$0.0~\leq~10.0$	A				
10.1 to 20.0	В	10.1 to 15.0	В				
20.1 to 35.0	C	15.1 to 25.0	C				
35.1 to 55.0	D	25.1 to 35.0	D				
55.1 to 80.0	E	35.1 to 50.0	E				
≥ 80.1	≥ 80.1 F		F				

TABLE 9-2 NEAR-TERM INTERSECTION OPERATIONS (SATURDAY)

Intersection	Control Type	Existing		Existing + Project		Existing + Project + Cumulative Project			Significant	
		Delay <sup>a</sup>	LOSb	Delay	LOS	Δe	Delay	LOS	Δe	Impact?
1. Willows Road (West) / I-8 WB Ramps	TWSC <sup>d</sup>	20.0	С	20.6	С	0	21.2	С	0	No
2. Willows Road (West) / I-8 EB Ramps	TWSC	20.8	С	21.7	С	9	23.2	С	15	No
3. Willows Road (West) / Alpine Boulevard	TWSC	11.6	В	11.6	В	0	11.7	В	0	No
4. Willows Road (East) / I-8 WB Ramps	TWSC	9.0	A	9.0	A	3	9.0	A	0	No
5. Willows Road (East) / I-8 EB Ramps	TWSC	9.9	A	9.9	A	0	9.9	A	0	No

#### Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
  d. TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e.  $\Delta$  denotes an increase in trips for the critical movement due to the project.

SIGNALIZ	ED	UNSIGNALIZED					
DELAY/LOS THR	ESHOLDS	DELAY/LOS THRESHOLDS					
Delay	Delay LOS		LOS				
$0.0 \le 10.0$	A	$0.0 \leq 10.0$	A				
10.1 to 20.0	В	10.1 to 15.0	В				
20.1 to 35.0	C	15.1 to 25.0	C				
35.1 to 55.0	D	25.1 to 35.0	D				
55.1 to 80.0	E	35.1 to 50.0	E				
≥ 80.1	F	≥ 50.1	F				

Table 9–3
Near-Term Street Segment Operations (Weekday)

Street Segment	Classification	Existing Capacity	Exist	ing	Exist	ing + Pro	oject	Project	xisting + + Cumu Project		Significant Impact?
		(LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>d</sup>	ADT	LOS	$\Delta^{\mathrm{e}}$	ADT	LOS	$\Delta^{\mathrm{e}}$	•
Willow Road											
West of Viejas Casino	2-lane Rural Light Collector	16,200	7,730	D	8,090	D	360	8,190	D	460	No
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,440	В	2,530	В	90	2,530	В	90	No

#### Footnotes:

- a. Capacities based on the County of San Diego Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e.  $\Delta$  denotes a project-induced increase in the average daily traffic.

Table 9–4
Near-Term Street Segment Operations (Saturday)

Street Segment	Classification	Existing Capacity	Exist	ing	Exist	ing + Pro	oject	Project	xisting + + Cumu Project		Significant Impact?
		(LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOSd	ADT	LOS	$\Delta^{e}$	ADT	LOS	$\Delta^{e}$	•
Willow Road											
West of Viejas Casino	2-lane Rural Light Collector	16,200	11,810	E	12,170	E	360	12,270	E	460	No
East of Viejas Casino	2-lane Rural Light Collector	16,200	2,730	В	2,820	В	90	2,820	В	90	No

#### Footnotes:

- a. Capacities based on the County of San Diego Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e.  $\Delta$  denotes a project-induced increase in the average daily traffic.

### 10.0 CONGESTION MANAGEMENT PLAN

The Congestion Management Program (CMP), adopted on November 22, 1991, is intended to link land use, transportation and air quality through level of service performance. The CMP requires an Enhanced CEQA Review for projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips.

As the project trip generation does not exceed the CMP thresholds, a CMP analysis is not warranted.

### 11.0 Access and Other Issues

The following section discusses the project access, pedestrian circulation and a qualitative construction assessment.



### 11.1 Project Access

Access to the hotel is proposed via an existing driveway on Willows Road, east of the casino. This existing driveway is an all-way stop controlled intersection. Dedicated left-turn and through lanes are currently provided on Willows Road, thereby increasing overall intersection capacity. With the addition of project traffic, this driveway is expected to provide adequate access to the project site.

#### 11.2 Pedestrian Circulation

With the proposed hotel on the Viejas property, pedestrian activity will likely increase between the outlet center on the south side and the casino/ hotel on the north. The existing traffic signal on Willows Road fronting the casino includes a pedestrian crosswalk and push buttons. This signalized intersection and the dedicated pedestrian crosswalk would adequately serve the pedestrian interaction between the various uses on-site. No pedestrian circulation issues are identified.



### 11.3 Project Construction Review

Construction traffic relates to the traffic generated from construction vehicles, which consist primarily of heavy trucks, smaller construction trucks, and worker vehicles. Construction of the project is expected to begin in early 2012 and be complete by spring 2013. The major activities include site work, construction of foundation, building structures and interior design.

The project proposes earthwork of approximately 10,000 cubic yards of fill. The project proposes to utilize 5,000 cubic yards of soil that is currently available on-site and the remaining 5,000 cubic yards from the adjacent soil source owned by the Viejas reservation located 2000 feet west of

E.Willows Road, north of Interstate 8. Considering the proximity of the hotel site to this location and low traffic volumes on E Willows Road, no significant traffic related off-site construction impacts are identified.

The duration of the construction traffic would be limited, as would the expected hours of operation. The analysis in *Section 9.0* shows acceptable LOS C or better operations during the AM and PM commuter peak hours at the key study area intersections. Additionally, the Viejas reservation is proposing that all construction employees and workers be required to use the E. Willows Road interchange to off-load traffic from West Willows Road. Given the above, no construction impacts are anticipated.

### 12.0 AREA TRAFFIC IMPROVEMENTS

Viejas has worked with County of San Diego staff and the local community to implement several traffic related improvements in the last few years. The following is a list of the improvements:

- Implemented double yellow striping on West Willows Road.
- Conducted a speed survey on West Willows Road which resulted in an increase in the use of radar detection and enforcement.
- Realigned the West Willows Road/Viejas Grade Road intersection and implemented lighting and guardrails.
- Relocated the bus turnout on West Willows Road.
- Install guardrails along a portion of East Willows Road.
- Require all bus and shuttles oriented to/from the Casino to the use East Willows Road.
- Require all Casino employees to use East Willows Road and implement disciplinary action to those who violate.
- Implemented traffic control procedures during special events that direct the majority of patrons to East Willows Road.

#### 13.0 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Per the County's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause significant impacts within the study area in the Near-Term scenario. The following section discusses the significance of these impacts.

### 13.1 Roadway Segments

### 13.1.1 Significant Impacts Prior to Mitigation

Based on the County's significance criteria, no significant direct or cumulative street segment impacts are calculated on a weekday.

While the County's ADT threshold for street segments on a Saturday has been exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined. Hence no mitigation measures are proposed.

#### 13.2 Intersections

### 13.2.1 Significant Impacts Prior to Mitigation

Based on the County of San Diego significance criteria, no direct or cumulative intersection impacts were calculated on a weekday or Saturday. Therefore, no mitigation measures are required.

### 14.0 References and List of Preparers and Organizations Contacted

#### 14.1 References

The following references were utilized in preparing this Traffic Impact Study.

- 1. County of San Diego Traffic Needs Assessment of Tribal Development Projects in the San Diego Region, March 2003.
- 2. SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
- 3. County of San Diego Guidelines for Determining Significance—Transportation and Traffic, dated June 30, 2009.
- 4. County's Public Road Standards, March 3, 2010
- 5. County of San Diego Traffic Report Format & Content Requirements, dated June 30, 2009.
- 6. County of San Diego General Plan Update for Alpine Community
- 7. Highway Capacity Manual (HCM) 2000

### 14.2 List of Preparers

- 1. John Boarman, P.E., Principal—Linscott, Law & Greenspan, Engineers
- 2. Walter B. Musial, P.E., Associate Principal—Linscott, Law & Greenspan, Engineers
- 3. Shankar Ramakrishnan, P.E., Transportation Engineer III—Linscott, Law & Greenspan, Engineers
- 4. Praveen Shivashankar, Transportation Engineer II—Linscott, Law & Greenspan, Engineers

### 14.3 Organizations Contacted

- 1. County of San Diego, Department of Public Works Transportation Division
- 2. RBF Consulting



### TRAFFIC STUDY APPENDICES

### VIEJAS HOTEL

Alpine, California December 9, 2011

LLG Ref. 3-11-2072

Prepared by: Shankar Ramakrishnan, P.E Transportation Engineer III

Walter B. Musial, P.E. Associate Principal

Under the Supervision of: John Boarman, P.E. Principal

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INTERSECTION AND SEGMENT MANUAL COUNTS



2117 Willow Drive TDSSW, Inc.

El Centro, CA 92243 (619) 390-8495 Fax (866) 768-1818

File Name: 11042061 Site Code: 00042061 Start Date: 9/20/2011 Page No: 1

Weather: Clear & Dry Counted By: C. Hust Board #: D1-1207 Loc: Willows Road West & I-8 WB Ramps

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TDSSW, Inc. 2117 Willow Drive

El Centro, CA 92243 (619) 390-8495 Fax (866) 768-1818

File Name: 11042071 Site Code: 00042071 Start Date: 9/20/2011 Page No: 1

Loc: Willows Road West

Weather: Clear & Dry

Counted By: Video Board #: D1-1427

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Weather : Clear & Dry Counted By: Video Board #: D1-2279

TDSSW, Inc. 2117 Willow Drive

El Centro, CA 92243 (619) 390-8495 Fax (866) 768-1818

Site Code : 00042081 Start Date : 9/20/2011

File Name : 11042081

Page No : 1

Loc: Willows Road West & Alpine Blvd

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5-6 > 379

TDSSW, Inc. 2117 Willow Drive

El Centro, CA 92243 (619) 390-8495 Fax (866) 768-1818

Start Date : 9/20/2011 Page No : 1

File Name: 11042091 Site Code : 00042091

Loc: Willows Road East & I-8 WB Ramps

0         14         22         0         25         1         0         12         0 <th>Start Time Left Factor 1.0 16:00 0 16:15 0</th> <th>Willows Roa Southbou hru Right 1.0 1.0 7 23</th> <th></th> <th>App. L Total L 58</th> <th>1.0 Tr</th> <th> -8 E/B Off Ramp Westbound Thru Right Peds   1.0</th> <th>ound nt Peds 1.0 1.0 1.0 5 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>App. Left Thru Rig</th> <th>Left 1.0</th> <th>Willow N N N N N N N N N N N N N N N N N N N</th> <th>1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5</th> <th>Peds 1.0 0 0</th> <th>App. Total 9</th> <th>1.0 o o</th> <th>1.8 E/A Thru Fa</th> <th>Eastbound hru Right Peds 1.0 1.0 0 0 0 0 0</th> <th>Ramp od 1.0</th> <th>App. Total 0 0</th> <th>Exclu. Total 0</th> <th>Inclu. Total 72 45</th> <th>Int. Total 72 45</th>	Start Time Left Factor 1.0 16:00 0 16:15 0	Willows Roa Southbou hru Right 1.0 1.0 7 23		App. L Total L 58	1.0 Tr	-8 E/B Off Ramp Westbound Thru Right Peds   1.0	ound nt Peds 1.0 1.0 1.0 5 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App. Left Thru Rig	Left 1.0	Willow N N N N N N N N N N N N N N N N N N N	1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Peds 1.0 0 0	App. Total 9	1.0 o o	1.8 E/A Thru Fa	Eastbound hru Right Peds 1.0 1.0 0 0 0 0 0	Ramp od 1.0	App. Total 0 0	Exclu. Total 0	Inclu. Total 72 45	Int. Total 72 45
0         98         172         0         270         9         3         46         0         58         19         97         0         0         116         0 <t< td=""><td></td><td></td><td>77 00 12 15 15 15</td><td>250 251 251 251 251 251 251</td><td>1-4 -990 0</td><td></td><td></td><td>24 24 5 8 6 0 1 0 1 0 1 8 8 3 4 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5</td><td>- \$ 1 4 9 0 2</td><td>26 4 4 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6</td><td></td><td></td><td>25</td><td>00000</td><td>000000</td><td></td><td></td><td>0000</td><td></td><td>68 68 68 68 223</td><td>221 68 68 68 39 223</td></t<>			77 00 12 15 15 15	250 251 251 251 251 251 251	1-4 -990 0			24 24 5 8 6 0 1 0 1 0 1 8 8 3 4 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5	- \$ 1 4 9 0 2	26 4 4 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6			25	00000	000000			0000		68 68 68 68 223	221 68 68 68 39 223
			72 3.7 3.7					58 13.1	16.4 4.3	97 83.6 21.8	0.0	0	116	0.0	0.0	0.0	0	0.0	0.0	100.0	444

4-5-221

PROLK HOW

415-515-217

430-530-220 445.545-3835

5-6 > 223

Weather: Clear & Dry

Counted By: Mparish Board #: D1-2603

TDSSW, Inc.

(619) 390-8495 Fax (866) 768-1818 El Centro, CA 92243 2117 Willow Drive

: 9/20/2011 : 00042101 Start Date Site Code

File Name: 11042101

Page No

Loc: Willows Road East & I-8 EB Ramps

27 27 25 35 35 Inclu. Total 28 29 24 27 37 50 21 35 100.0 Exclu. Total 0.0 22 = 12 9 25 a 8 Peds I-8 E/B Off Ramp Eastbound Right 12.8 5.6 94 86.2 37.8 App. Total Groups Printed- Group 1 Willows Road East Thru Right Peds 00000 22 62.9 8.8 App. Total Right | Peds 1-8 E/B On Ramp Left 20 7 4 9 App. Total Willows Road East Thru | Right | Peds 00000 Southbound 24 22.9 9.6 Left Grand Total Apprch % Total % Factor 16:00 16:15 16:30 16:45 Total 17:00 17:15 17:30 17:45 Start Time

445-545-135 430-530 >> 123 415-515 -> 106 4-5-4

> 135

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Weather : Clear & Dry Counted By: W. Reid

Board #: D1-2603

# TDSSW, Inc. Vehicle Counts

#### VehicleCount-1743 -- English (ENU)

Datasets:

Site: [04202] Willow Road Btwn Bobcat Lane & Viejas Grade aroad

**Attribute:** [+32.836347 -116.720048]

Direction: 8 - East bound A>B, West bound B>A. Lane: 0

Survey Duration: 16:43 Friday, September 16, 2011 => 6:38 Friday, September 23, 2011

Zone: North America
File: 0420223Sep2011.EC0 (Plus)

File: 0420223Sep2011.EC0 (Plus)
Identifier: M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01

Algorithm: Factory default (v3.21 - 15275)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Friday, September 16, 2011 => 0:00 Friday, September 23, 2011

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 ) Dir(E) Sp(0,100) Headway(>0)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)

Name: Default Profile

Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 29794 / 59074 (50.44%)

200	1y, 3t	epten	nber	16, 2	011 -	Tota	1=216	9 (In	comi	piete)	1100	minu	ite dr	ops	1500	1600	1700	1800	1900	2000	2100	2200	2300
000 0	1100 (	JZUU (	7300	0400	-	-		-	-					1400		1000	328	285	348	326	292	320	270
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_	_	***	_	-	_	_		_	_				_		_	-	79	77	88	91	80	82	55
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-	_		***	-		_	-	_			-	-	~	_	-		78	62	77	66	71	69	82
			_			_					_												
Satu	rday,	, Sep	temt 0300	oer 17	<b>', 201</b> 0500	1 - To	otal=6	5 <b>819,</b> 0800	, <b>15 n</b> 0900	ninut 1000	e dro 1100	<b>ps</b> 1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
256	257	181	119	119	92	81	78	108	122	160	200	280	272	344	411	379	379	365	391	695	657	513	360
58	72	47	36	37	32	21	28	25	35	32	41	65	66	95	106	116	104	100	102	109	135	147	104
57	79	41	18	18	14	17	9	24	33	34	41	68	63	72	117	96	99	90	82	210	194	150	97
74	63	45	36	33	24	16	18	20	29	33	55	77	68	76	91	76	97	83	99	212	200	120	75
67	43	48	29	31	22	27	23	39	25	61	63	70	75	101	97	91	79	92	108	164	128	96	84
				, AM PI																			
Sund	day, \$	Septe	embe	er 18, 0400	2011	- Tot	tal=60	<b>)68,</b> 1	1 <b>5 mi</b> 0900	nute	drop	<b>S</b> 1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
312	284	223	159	106	78	81	82	94	111	136	222	338	310	398	383	463	383	390	514	329	275	257	140
78	69	57	41	25	21	20	18	21	23	36	32	68	92	93	114	125	103	116	144	90	81	78	45
79	74	60	45	31	18	21	16	23	24	35	62	79	72	115	86	105	96	97	146	98	53	86	27
72	71	56	36	24	25	23	20	24	26	33	60	100	70	97	79	126	93	83	122	82	65	47	38
83	70	50	37	26	14	17	28	26	38	32	68	91	76	93	104	107	91	94	102	59	76	46	30
Peak	k 1145	- 1245																					
Monday, September 19, 2011 - Total=3570, 15 minute drops  0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300  117 106 77 68 31 45 67 91 89 97 129 135 195 213 249 231 248 247 208 224 223 153 197 130  26 20 26 24 7 9 22 30 24 21 28 29 56 50 63 72 63 75 70 47 68 40 65 34 24																							
Monday, September 19, 2011 - Total=3570, 15 minute drops 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 117 106 77 68 31 45 67 91 89 97 129 135 195 213 249 231 248 247 208 224 223 153 197 130																							
						67	91	89	97	129	135	195											
26	20	26	24	7	9	22	30	24		28	29												
31	40	17	15	5	11	16	16	22	25	22	37	37	43	62	52	64	57	39	50	55	46	44	38
32	22	22	15	6	14	17	26	20	23	46	36	54	57	63	58	63	60	44	51	56	31	54	25
28	24	12	14	13	11	12	19	23	28	33	33	48	63	61	49	58	55	55	76	44	36	34	33
				, AM PI																			
Tues	sday,	, Sep	temb	oer 20 0400	0500	1 - To	otal=3	3 <b>821,</b>	15 m	1000	e dro	<b>ps</b>	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
95	75	48	53	43	60	75	90	116	98	129	168	216	264	267	294	263	265	232	223	255	166	191	135
24	22	8	18	14	16	16	32	26	23	29	41	42	68	80	65	77	66	55	55	62	5.4	74	41
25	20	10	8	7	18	24	20	32	25	36	30	53	73	52	66	67	76	58	44	87	30	36	29
19	16	19	12	15	15	17	18	35	19	32	53	64	46	66	74	55	62	54	63	61	41	43	29
27	17	11	15	7	11	18	20	23	31	32	44	57	77	69	89	64	61	65	61	45	41	38	36
Peal	k 1145	i - 1245	(203)	, AM PI																			
Wed	inesc	day, S	Septe	embe	r 21,	2011	- Tota	al€38	36)1	5 mi	nute	drop	<b>s</b>				47700			2000	2100	2200	2200
				0400		0600	0700	0800	0900	1000			1300		1500		1700				2100 <b>194</b>	193	2300 <b>99</b>
92	96	69	54	48	51	78	106	101	115	126	169	211	239	270	254	310	278	199	254	230			
19	30	17	14	10	18	20	25	25	30	32	34	51	65	75	74	96	88	55	63	69	81	67	22
19	16	16	12	10	7	17	27	24	22	30	43	42	51	63	73	69	71	42	52	63	29	45	21
31	22	15	14	13	10	24	26	23	28	34	36	53	67	61	37	82	58	56	79	54	51	44	27
23	28	21	14	15	16	17	_ 28	29	35	30	56	65	56	71	70	63	61	46	60	44	33	37	29
	k 1145	j - 1245	(202)	, AM P	HF=0.9	30 PM	Peak 1	545 - 1	1645 (3	317), P	M PHF	=0.83					*						
/ Pea		v Sa	ptem	ber 2	2, 20	11 - 7	Total=	<b>351</b> 1	1, 15	minu	te dr	ops	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
/i Pea! Thu	rsday	y, 36	0200		UDUL				95	118	151	217					261	241	226	229		20	2300
M Peal	0100	0200				72	77						400	447	200						~		
M Peal Thu 000 119	0100 <b>82</b>	0200 <b>73</b>	54	56	56	72	77	95				AF	5.0	60	6.4	R A	77	71	5.8	68	68	20	ρ
Thu 0000 119 35	0100 <b>82</b> 24	0200 <b>73</b> 21	<b>54</b> 20	<b>56</b>	<b>56</b> 15	18	20	20	24	28	39	46			64 66	84 61	77 62	71 50	58 49	68 55	68 42	20	0
Thu 0000 119 35 27	0100 <b>82</b> 24 19	0200 73 21 17	54 20 14	56 17 12	56 15 11	18 15	20 21	20 34	24 20	28 22	39 36	52	60	59	66	61	62	50	49	55	42	. 0	0
Thu 000 119 35 27 28	0100 <b>82</b> 24 19 22	0200 <b>73</b> 21 17 20	20 14 10	56 17 12 14	15 11 18	18 15 21	20 21 21	20 34 19	24 20 28	28 22 31	39 36 30	52 53	60 77	59 71	66 64	61 75	62 60	50 59	49 62	55 59	42 ·47	0	0
Thu 000 119 35 27 28 29	0100 82 24 19 22 17	0200 73 21 17 20 15	20 14 10 10	56 17 12 14 13	56 15 11 18 12	18 15 21 18	20 21	20 34	24 20	28 22	39 36	52	60 77	59	66	61 75	62	50 59	49 62	55	42	. 0	0
Thu 000 119 35 27 28 29	0100 82 24 19 22 17	0200 73 21 17 20 15	20 14 10 10	56 17 12 14	56 15 11 18 12	18 15 21 18	20 21 21	20 34 19	24 20 28	28 22 31	39 36 30	52 53	60 77	59 71	66 64	61 75	62 60	50 59	49 62	55 59	42 ·47	0	0

3836+ 3886 = 7722 = 7730

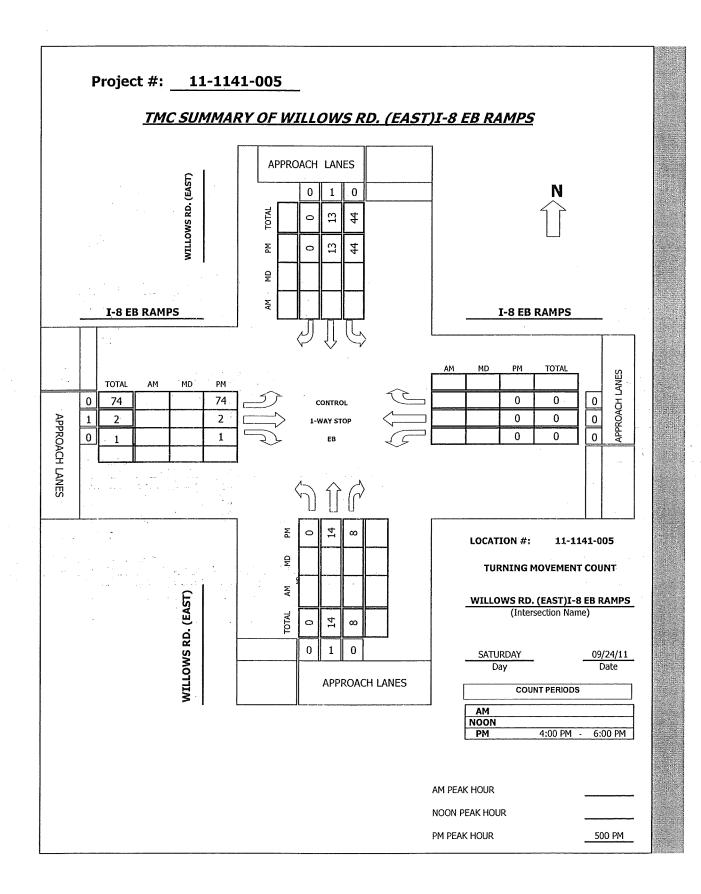
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600	0 1700 1800 1900 2000 2100 2200 2300 - 453 429 370 317 296 231 177
	- 116 126 99 81 70 62 47
	- 113 106 82 85 80 65 35
	- 113 98 91 61 66 53 41
	113 30 31 01 00 10 1
o	
Saturday, September 17, 2011 - Total=6817, 15 minute drops	0 1700 1800 1900 2000 2100 2200 2300
23 60 45 31 30 42 46 106 150 284 318 419 450 502 397 463 562	2 589 610 554 386 253 222 <u>175</u>
36 18 14 11 8 8 6 13 25 54 75 84 <b>99</b> 127 104 103 110	0 144 157 <b>164</b> 94 78 43 47
36 14 5 7 7 8 10 27 32 53 79 104 <b>100</b> 147 94 97 145	3 127 <b>133</b> 132 101 65 62 43
30 14 3 7 7 100 107 120	8 163 <b>142</b> 132 107 56 57 47
20 17 13 00 126 171	
25 11 11 5 11 12 19 31 59 96 84 116 123 113 99 136 177 Peak 1145 - 1245 (443), AM PHF=0.87 PM Peak 1815 - 1915 (617), PM PHF=0.87	
Sunday, September 18, 2011 - Total=5226, 15 minute drops 200 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1600 1600 1600 1600 1600 16	0 1700 1800 1900 2000 2100 2200 2300
106 61 42 34 26 31 48 106 114 246 366 449 443 522 425 416 401	1 399 299 225 162 116 105 84
35 15 9 8 5 6 10 13 17 44 68 103 <b>117 122</b> 103 93 103	
26 19 12 11 8 7 9 32 39 39 90 <b>110</b> 95 <b>135</b> 111 113 94	
20 19 12 11	2 104 71 59 43 28 22 21
10 12 12 10 1	
29 15 9 5 9 10 14 33 36 87 132 129 123 127 106 101 94	
Peak 1115 - 1215 (463), AM PHF=0.90 PM Peak 1300 - 1400 (522), PM PHF=0.95	
Monday, September 19, 2011 - Total=3421, 15 minute drops	0 1700 1800 1900 2000 2100 2200 2300
	0 1700 1000 1900 2000 2000
45 33 23 11 17 28 57 97 133 206 209 206 236 230 246 237 24	2 201 201
14 7 10 3 4 1 15 15 26 44 55 49 55 49 62 60 60	· · · · · · · · · · · · · · · · · · ·
12 8 6 3 5 4 12 23 33 43 49 48 <b>53</b> 63 59 60 60	
11 8 1 3 4 10 13 20 36 64 51 46 <b>74</b> 52 77 59 5	
8 10 6 2 4 13 17 39 38 55 54 63 54 66 48 58 5	8 <b>63</b> 57 44 39 22 22 18
Peak 1145 - 1245 (245), AM PHF=0.83 PM Peak 1700 - 1800 (284), PM PHF=0.86	
Tuesday, September 20, 2011 - Total=3837, 15 minute drops	0 1700 1800 1900 2000 2100 2200 2300
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 160 55 32 27 15 15 26 60 110 156 250 251 273 294 260 238 275 29	4 286 288 200 135 115 89 93
33 32 27 23 26 27	
10 0 11 0 3 3	
13 6 2 4 5 6 12 17 34 57 58 69 80 66 57 81 7	
10 9 6 3 2 4 19 25 31 61 73 <b>81</b> 74 67 65 55 6	· · · · · · · · · · · · · · · · · · ·
16 9 8 2 5 11 20 44 60 80 67 <b>82</b> 69 62 66 74 7	6 88 68 44 38 24 23 17
Peak 1130 - 1230 (314), AM PHF=0.96 PM Peak 1745 - 1845 (308), PM PHF=0.88	
Wednesday, September 21, 2011 - Total £3886, 15 minute drops	0 1700 1800 1900 2000 2100 2200 2300
000 0100 0200 0300 0400 0500 0600 0700 08 <del>00 0</del> 900 1000 1100 1200 1300 1400 1500 160	0 2 . 0 0 2
$000\ 0100\ 0200\ 0300\ 0400\ 0500\ 0600\ 0700\ 0800\ 0900\ 1000\ 1100\ 1200\ 1300\ 1400\ 1600$	0 320 242 210 145 115 99 95
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 160 53 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26	30     320     242     210     145     115     99     95       9     97     48     62     38     34     31     20
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10     320     242     210     145     115     99     95       9     97     48     62     38     34     31     20       11     64     58     50     41     26     21     25
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 .59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 150 160 1500 1600 16	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           11         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31
000       0100       0200       0300       0400       0500       0600       0700       0800       0900       1000       1100       1200       1300       1400       1500       160         53       27       23       25       18       31       54       164       162       276       239       287       254       246       273       268       26         21       3       5       9       3       3       6       23       31       69       65       43       59       59       64       63       66       .75       55       6         10       8       3       2       5       6       17       59       43       55       57       90       66       63       69       83       7         13       10       7       8       7       17       15       53       58       80       63       80       63       58       65       67       7	10     320     242     210     145     115     99     95       19     97     48     62     38     34     31     20       11     64     58     50     41     26     21     25       13     81     68     54     31     32     24     31
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 1 1 115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           11         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 14 Peak 1115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           11         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31           17         78         68         44         35         23         23         19
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 M Peak 1115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82  Thursday, September 22, 2011 - Total=3655, 15 minute drops	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           11         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31           17         78         68         44         35         23         23         19
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 675 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 APeak 1115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82  Thursday, September 22, 2011 - Total=3655, 15 minute drops  100 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1604 40 15 17 13 35 51 110 150 228 219 267 264 251 252 294 26	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           19         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31           17         78         68         44         35         23         23         19           100         1700         1800         1900         2000         2100         2200         2300           33         280         313         229         172         130         8         0
53 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 M Peak 1115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82  Thursday, September 22, 2011 - Total=3655, 15 minute drops 10000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 160 154 40 15 17 13 35 51 110 150 228 219 267 264 251 252 294 26 20 12 6 4 1 2 14 19 32 44 46 63 75 62 42 57 6	30         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           10         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31           17         78         68         44         35         23         23         19           100         1700         1800         1900         2000         2100         2200         2300           33         280         313         229         172         130         8         0           52         55         87         66         54         36         8         0
000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 153 27 23 25 18 31 54 164 162 276 239 287 254 246 273 268 26 21 3 5 9 3 3 6 23 31 69 65 43 .59 59 64 63 4 9 6 8 6 3 5 16 29 30 72 54 74 66 66 75 55 6 10 8 3 2 5 6 17 59 43 55 57 90 66 63 69 83 7 13 10 7 8 7 17 15 53 58 80 63 80 63 58 65 67 7 M Peak 1115 - 1215 (303), AM PHF=0.84 PM Peak 1700 - 1800 (320), PM PHF=0.82  Thursday, September 22, 2011 - Total=3655, 15 minute drops  1000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1500 1600 1500 1500 1500 15	10         320         242         210         145         115         99         95           19         97         48         62         38         34         31         20           10         64         58         50         41         26         21         25           13         81         68         54         31         32         24         31           17         78         68         44         35         23         23         19           100         1700         1800         1900         2000         2100         2200         2300           53         280         313         229         172         130         8         0           55         55         87         66         54         36         8         0           70         61         83         53         41         33         0         0
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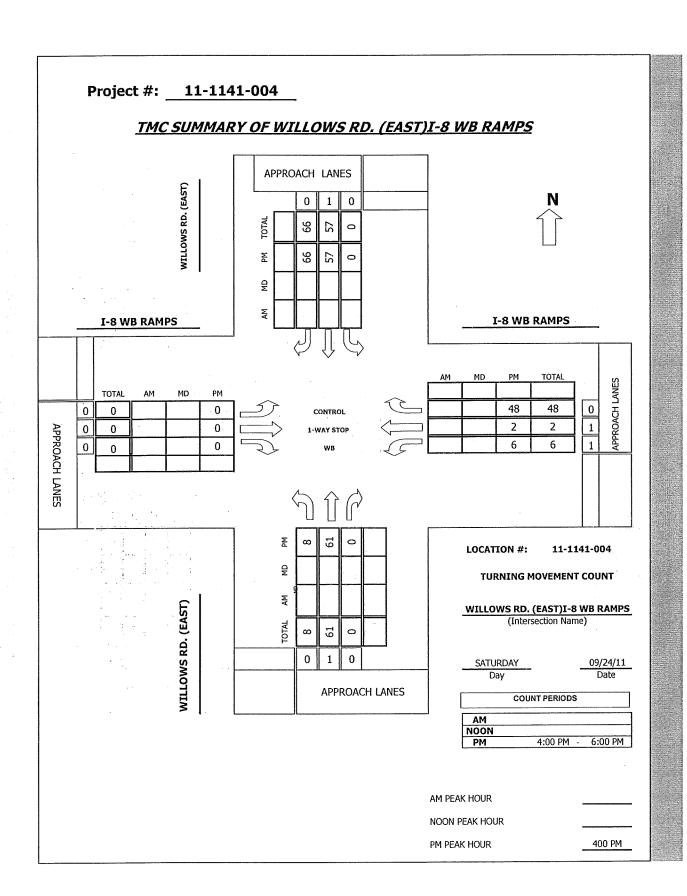
1240+1194 = 2440

y, Se	epten	ber 1	16, 20	)11 -	Total	1=469	(Inco	omple	te),	15 m	inute	dro	<b>ps</b>	1500	1600	1700	1800	1900	2000	2100	2200 :	2300
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day,	Sep	temb	er 17	, <b>201</b>	<b>1 - T</b> 0	otal=1	1 <b>459,</b> 0800 (	<b>15 mi</b> 1900 1	<b>nute</b>	<b>drop</b>	<b>)S</b> 1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
				22	23	29	61	32	41	41	48	67	68	99	117	100	93	75	139	75	40	86
	13	10	1	6	7	11	11	11	12	10	9	12	16	22	31							32
	10	6	6	6	4	6	23	8	10	19	16	21	22	26								21
				4	6	7	16	5	12	8	11	17	13	23	30	21	24	9				11
				6		5	11	8	7	4	12	17	17	28	16	27	26	21	30	18	7	22
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5 k <b>0000</b> rsday	5 - 0100 y, Se <sub>l</sub>	) (60), <i>l</i>	her 2	2 20	11 - 7	Cotal=	:1027		mple	ete).	15 m	1300 49	e dro 1400 61	1500	1600 <b>152</b>	133	77	28	45		2200	2300
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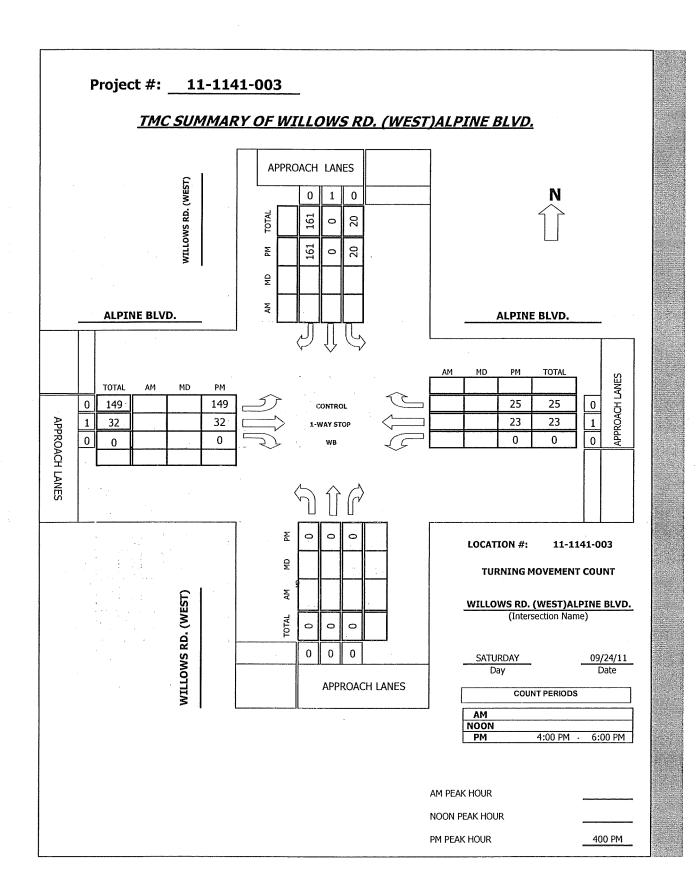
## FIELD DATA SERVICES OF ARIZONA, INC. 520.316.6745



## FIELD DATA SERVICES OF ARIZONA, INC. 520.316.6745



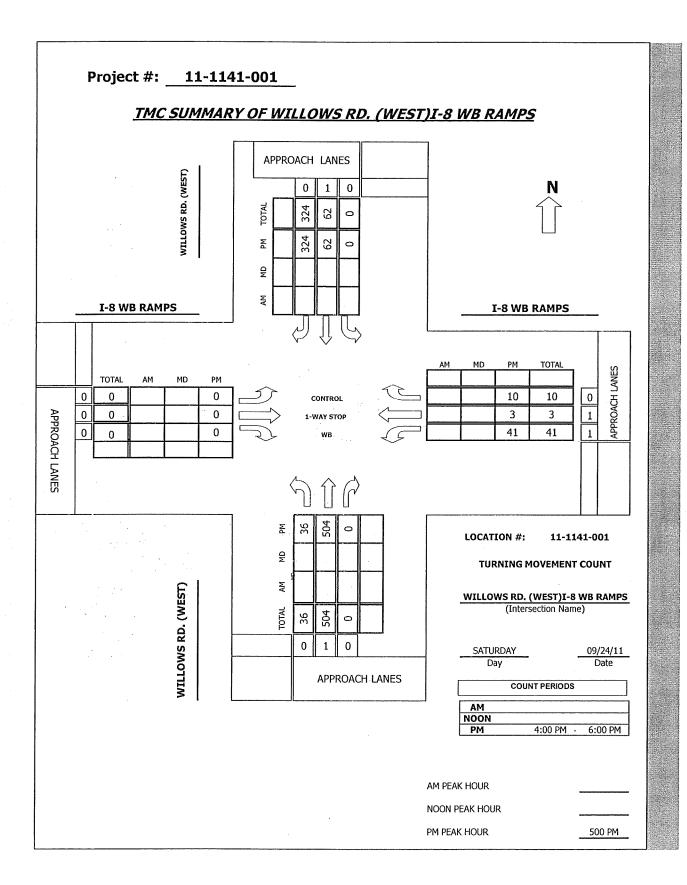
## FIELD DATA SERVICES OF ARIZONA, INC. 520,316,6745





	P	Proje	ct #: <u><i>TM(</i></u>	11			 <u>/ILL</u>	<u>ow:</u>	S RL	D. (V	NEST	<u> []]-</u> 2	8 EB .	<u>RA/</u>	MPS	<u>§</u>			
		I-8 E	B RAM	WILLOWS RD. (WEST)		AM MD PM TOTAL	O O	86	ES 0 2 2 2					I-8	8 EB	RAM			
APPROACH LANES	1 1 0	TOTAL 440 0 34	AM	MD	PM 440 0 34	クラン		CONTRO		\frac{1}{4}		AM	ME		0 0 0	TO1	)	0 0	APPROACH LANES
				WILLOWS RD. (WEST)		TOTAL AM MD PM		1 103	2 2 0 0 ROACH	H LAN	ES		WIL.	ATURD Day	S RD. (Inter	MOVE	6 <b>T)I-8</b> n Nam	(COU EB R R e)	
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## FIELD DATA SERVICES OF ARIZONA, INC. 520.316.6745



## Field Data Services of Arizona, Inc. (520) 316-6745

Volumes for: Saturday, September 24, 2011

City: Alpine

Project #: 11-1141-001

Location: Willows Rd. (West) btwn. Bobcat Ln. & Viejas Grade Rd.

AM Period NB SB FB WB PN

AM Period	NB	SB	EB		WB			PM Period	NB	SI	B	EB		WB	,	
00:00			35		77			12:00				84		51		
00:15			37		69			12:15				97		67		
00:30			27		73			12:30				91		65		
00:45			22	121	64	283	404	12:45				93	365	72	255	620
01:00			25		57			13:00				121		72		
01:15			15		80			13:15				81		77		
01:30			26		61			13:30				103		82		
01:45			23	89	47	245	334	13:45	,			99	404	83	314	718
02:00			8		52			14:00				84		79		
02:15			11		53			14:15				93		77		
02:30			16		32			14:30				105		89		
02:45			8	43	34	171	214	14:45				98	380	93	338	718
03:00			11		45						17.71		200		330	710
			9					15:00				95		75		
03:15 03:30		4	10		33			15:15				100		95		
			13	43	25	124	177	15:30				102	400	80		
03:45				43	31	134	177	15:45				112	409	82	332	741
04:00			4		25			16:00				95		124		
04:15			9		25			16:15				116		81		
04:30			8		41			16:30				93		104		
04:45			12	33	23	114	147	16:45				114	418	96	405	823
05:00			7		16			17:00				118		102		
05:15			3		16			17:15				117		104		
05:30			7		20			17:30				123		91		
05:45			12	29	17	69	98	17:45				136	494	97	394	888
06:00		v Staff	11		17			18:00				124		76		
06:15			7		16			18:15				109		96		
06:30			11		13			18:30				137		86		
06:45			9	38	16	62	100	18:45				135	505	91	349	854
07:00		yes a s	9		19			19:00				129	,	81	***************************************	
07:15			13		27			19:15				94		87		
07;30			19		25			19:30				103		90		,
07:45			26	67	28	99	166	19:45				81	407	.88	346	753
08:00		<del>, , , , , , , , , , , , , , , , , , , </del>	24		27			20:00				79		108		
08:15			32		22			20:00				88		104		
08:30		1 1	41		.26			20:30				67		111		
08:45			48	145	28	103	248	20:45				77	311	99	422	733
				113		103	2.10				·		311		722	/33
09:00			49		29			21:00				74		109		
09:15			55		30			21:15				62		99		
09:30			53	220	34	110	257	21:30				73	075	84	204	
09:45			81	238	26	119	357	21:45			<del></del> .	66	275	92	384	659
10:00		•	74		39			22:00				53		136		
10:15			68		34			22:15				64		105		
10:30			67	207	32		400	22;30				51		80		
10:45			88	297	36	141	438	22:45				55	223	81	402	625
11:00			67		43			23:00				39		74		
11:15			79		44			23:15				40		73		
11:30			82	222	51	400		23:30				38		88	_	
11:45			110	338	52	190	528	23:45				40	157	75	310	467
Total Vol.				1481		1730	3211						4348		4251	8599
						-						nail	y Total	e		
										NB	SB	vali	e EB	5	WB	Combined
									-				5829		5981	11810
				AM								1			7201	TTOTA
Split %		-		46.1%	<del></del>	E3 00/	27.2%		-				PM		40 404	72 00/
						JJ.9%							50.6%		49.4%	72.8%
Peak Hour				11:45			11:45						18:15		20:15	17:00
Volume				382		283	617						510		423	888
P.H.F.				0.87		0.92	0.94						0.93		0.95	0.95

## Field Data Services of Arizona, Inc. (520) 316-6745

Volumes f Location: V			-	t of R	rown	s Rd		City:	•						.141-00	,,,
AM Period 1		SB	) cas	EB	I OVVI I.	WB			PM Period NB	SI	3	EB		WB		
00:00				19		6			12:00			13		21		
00:15				23		6			12:15			11		19		
00:30				21		6			12:30			13		39		
00:45				5	68	4	22	90	12:45			15	52	21	100	152
01:00				12		4			13:00			15		19		
01:15				7		4			13:15			14		26		
01:30				5		3			13:30			5		27		
01:45				11	35	6	17	52	13:45			23	57	22	94	151
02:00				16		2	***************************************		14:00	· · · · · · ·		25		38		***************************************
02:15				11		4			14:15			12		40		
02:30				8		3			14:30			11		29		
02:45				6	41	3	12	53	14:45			13	61	37	144	205
03:00				8		1			15:00			20		32		
03:15				3		1			15:15			16		32		
03:30				1		1			15:30			26		37		
03:45				5	17	1	4	21	15:45			17	79	22	123	202
.,		·		_ <del></del>		3										
04:00 04:15		•		8		0			16:00 16:15			46 47		34 30		
04:30				5		8			16:30			20		28		
04:45			,	9	29	4	15	44	16:45			26	139	24	116	255
	···				23			77					139		110	
05:00				5		. 1			17:00			21		24		
05:15				4		2			17:15			26		36		
05:30				3 6	10	7	1.4	22	17:30			14	04	39	122	207
05:45					18	4	14	32	17:45			23	84	24	123	207
06:00				6		7			18:00			29		18		
06:15	•			6		4			18:15			15		12		
06:30				8	26	16			18:30			23		18		
06:45				6	26	8	35	61	18:45			23	90	11	59	149
07:00				8		9			19:00			19		10		
07:15				2		14			19:15			15		15		
07:30				2		30			19:30			12		14		
07:45				4	16	19	72	88	19:45			21	67	14	53	120
08:00				12		6			20:00			23		8		
08:15		*		29		16			20:15			13		9		
08:30				11		13			20:30			10		6		
08:45				3	55	16	51	106	20:45			14	60	7	30	90
09:00				7		20			21:00			12		7		
09:15	•			2		23			21:15			5		15		
09:30				10		32			21:30			6 -		8		
09:45				8_	27	18	93	120	21:45			8	31	5	35	66
10:00	,			9		27			22:00			12		12		
10:15				11		17			22:15			12		5		
10:30				10		22			22:30			18		11		
10:45				12	42	21	87	129	22:45			8	50	8	36	86
11:00				5		25			23:00			17		8		
11:15				16		20			23:15			18		14		
11:30				13		23			23:30			13		28		
11:45				6	40	22	90	130	23:45			11	59	9	59	118
							E40									
Total Vol.					414		512	926					829		972	1801
												Dail	y Total	S		
										NB	SB		EB		WB	Combin
													1243		1484	2727
					M				_				PM	_		
					44.7%		55.3%	34.0%	·				46.0%		54.0%	66.0%
Split %																
							11:45	11:45					16:00		14:00	15:30
Split % Peak Hour Volume					68		11:45 101	11:45 144					16:00 139		14:00 144	15:30 259

AP	PE	ND	IX	B
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PEAK HOUR INTERSECTION ANALYSIS SHEETS- SIGNALIZED AND UNSIGNALIZED

## 2000 HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

In the 2000 Highway Capacity Manual (HCM), Level of Service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. Level of Service is not defined for the intersection as a whole. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The criteria are given in the following the table, and are based on the average control delay for any particular minor movement.

LEVEL OF SERVICE	AVERA		NTROL DELAY /VEH	EXPECTED DELAY TO MINOR STREET TRAFFIC
A	0.0	<u>&lt;</u>	10.0	Little or no delay
В	10.1	to	15.0	Short traffic delays
C	15.1	to	25.0	Average traffic delays
D	25.1	to	35.0	Long traffic delays
E	35.1	to	50.0	Very long traffic delays
F		>	50.0	Severe congestion
			to the second se	ů .

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This Level of Service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form on side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

In most cases at Two-Way Stop Controlled (TWSC) intersections, the critical movement is the minor-street left-turn movement. As such, the minor-street left-turn movement can generally be considered the primary factor affecting overall intersection performance. The lower threshold for LOS F is set at 50 seconds of delay per vehicle. There are many instances, particularly in urban areas, in which the delay equations will predict delays of 50 seconds (LOS F) or more for minor-street movements under very low volume conditions on the minor street (less than 25 vehicle/hour). Since the first term of the equation is a function only of the capacity, the LOS F threshold of 50 sec/vehicle is reached with a movement capacity of approximately 85 vehicle/hour or less.

This procedure assumes random arrivals on the major street. For a typical four-lane arterial with average daily traffic volumes in the range of 15,000 to 20,000 vehicles per day (peak hour, 1,500 to 2,000 vehicle/hour), the delay equation used in the TWSC capacity analysis procedure will predict 50 seconds of delay or more (LOS F) for many urban TWSC intersections that allow minor-street left-turn movements. The LOS F threshold will be reached regardless of the volume of minor-street left-turn traffic. Not-withstanding this fact, most low-volume minor-street approaches would not meet any of the volume or delay warrants for signalization of the Manual on Uniform Traffic Control Devices (MUTCD) since the warrants define an asymptote at 100 vehicle/hour on the minor approach. As a result, many public agencies that use the HCM Level of Service thresholds to determine the design adequacy of TWSC intersections may be forced to eliminate the minor-street left-turn movement, even when the movement may not present any operational problem, such as the formation of long queues on the minor street or driveway approach.

A	P	P	E	N	D	1)	(	C
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COUNTY OF SAN DIEGO ROADWAY CLASSIFICATION TABLE

### TABLE 1 **AVERAGE DAILY VEHICLE TRIPS\***

RCULATION ELEMENT ROAL oad Classification	# of Travel			LS OF SE		
oad Classification	# OF Fraver					
	Lanes	Α	В	С	D	E
(6.1)	6	.<36,000	<54,000	<70,000	<86,000	<108,000
I (6.2)	6	<22,200	<37,000	<44,600	<50,000	<57,000
(4.1A)	4	<14,800	<24,700	<29,600	<33,400	<37,000
w/ Intermittent Turn Lanes (4.1B)	4	<13,700	<22,800	<27,400	<30,800	<34,200
	4	<13,700	<22,800	<27,400	<30,800	<34,200
w/ Raised Median (4.2A)	4	<18,000	<21,000	<24,000	<27,000	<30,000
w/ Intermittent Turn Lanes (4.2B)	4	<16,800	<19,600	<22,500	<25,000	<28,000
or	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Raised Median (2.1A)	2	<10,000	<11,700	<13,400	<15,000	<19,000
w/ Continuous Left Turn Lane (2.1B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Intermittent Turn Lane (2.1C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Passing Lane (2.1D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
No Median (2.1E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
w/ Raised Median (2.2A)	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Continuous Left Turn Lane (2.2B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Intermittent Turn Lane (2.2C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
w/ Passing Lane (2.2D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
No Median (2.2E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
	2	<1,900	<4,100	<7,100	<10,900	<16,200
w/ Reduced Shoulder (2.2F)	2	<5,800	<6,800	<7,800	<8,700	<9,700
or .	2	<1,900	<4,100	<7,100	<10,900	<16,200
ollector	2	<1,900	<4,100	<7,100	<10,900	<16,200
in	2	<1,900	<4,100	<7,100	<10,900	<16,200
Parkway	2	<1,900	<4,100	<7,100	<10,900	<16,200
w/ Raised Median (2.3A)	2	<3,000	<6,000	<7,000	<8,000	<9,000
w/ Intermittent Turn Lane (2.3B)	2	<3,000	<6,000	<7,000	<8,000	<9,000
No Median (2.3C)	2	<1,900	<4,100	<6,000	<7,000	<8,000
CIRCULATION ELEMENT ROA	ADS**		LEVE	LS OF SER	RVICE	
llector	2	-	-	<4,500		-
tial Collector***	2	-	-	<4,500	-	*.
ad	2		-	<1,500		-
ial Road***	2	-	-	<1,500	-	_
I-de-Sac or Loop Road	2	_	_	<200	-	-
こ 1 コー・ノー・ノー・ノー・ノー・ノー・ノー・ソー・ファン・ゴー・オー・ソー・ファン・コー・オー・オー・オー・オー・オー・オー・オー・オー・オー・オー・オー・オー・オー	(4.1A)  W/ Intermittent Turn Lanes (4.1B)  W/ Raised Median (4.2A)  W/ Intermittent Turn Lanes (4.2B)  Or  W/ Raised Median (2.1A)  W/ Continuous Left Turn Lane (2.1B)  W/ Intermittent Turn Lane (2.1C)  W/ Passing Lane (2.1D)  No Median (2.1E)  W/ Raised Median (2.2A)  W/ Continuous Left Turn Lane (2.2B)  W/ Intermittent Turn Lane (2.2C)  W/ Passing Lane (2.2D)  No Median (2.2E)  W/ Reduced Shoulder (2.2F)  Or  Ollector  in  Parkway  W/ Raised Median (2.3A)  W/ Intermittent Turn Lane (2.3B)  No Median (2.3C)  CIRCULATION ELEMENT RO  Illector  ial Collector***  ad  ial Road***  I-de-Sac or Loop Road	(6.2)	(4.1A) 4	(6.2)	(6.2)	(6.2)

<sup>\*</sup> The values shown are subject to adjustment based on the geometry of the roadway, side frictions, and other relevant factors as determined by the Director, Department

of Public Works.

\*\* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

<sup>\*\*\*</sup> Rural Residential Collectors and Rural Residential Roads are intended to serve areas with lot sizes of 2 acres or more which do not have a demand for on-street parking. On-street parking is not assured for these cross sections. Additional right-of-way is needed if on-street parking is in paved area.

<sup>\*\*\*\*</sup> See Tables 2A and 2B for roadway surfacing and right-of-way widths.

APPENDIX D

**EXISTING PEAK HOUR INTERSECTION CALCULATION SHEETS** 

	<b>≯</b>	<b>→</b>	*	<b>*</b>	4-	•	*	1	<b>/</b>	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations					र्स	79"		र्स			4	
Volume (veh/h)	0	0	0	40	0	4	46	317	0	0	74	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%	Mary A		0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Hourly flow rate (vph)	0	0	0	43	0	4	50	345	0	. 0	80	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)	sat in according to a second	3 28-04 0-0-										
Percent Blockage												
Right turn flare (veh)	an celano esc.											
Median type								None			None	
Median storage veh)			to some one									
Upstream signal (ft)												
pX, platoon unblocked	a vidda saldte erit.	and the continue	Lance en	at na wenne e en til	and the second				. Trease Transcript			
vC, conflicting volume	666	662	217	662	799	345	354			345	Non-Info	
vC1, stage 1 conf vol	uskuna funksi keci keci									70 0 F F 0 8 4 4 5		
vC2, stage 2 conf vol												
vCu, unblocked vol	666	662	217	662	799	345	354		Charles de la company	345		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)		and markets	grand Sangar		1 1 01 M (40)	eticente e tibre i tier	Valoria de Agrica	apatit tales all e		autoria eta em erro e	name there will a	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	99	96	and was taken a	NI NISHBIRG SALARE, AN	100		or or or
cM capacity (veh/h)	359	366	822	363	305	698	1204	N. C.		1214		
Direction, Lane#	WB 1	WB 2	NB 1	SB 1								
Volume Total	43	4	395	354								H SHIP
Volume Left	43	0	50	0		and the same		0.759.026	en distribution of an e			and street age
Volume Right	0	4	0	274								
cSH	363	698	1204	1700	Section Services		a i se i Marai i se se a	E. S. 192 (82 62)		ounder en en en en en en en	en suite ou e	e Service - Service
Volume to Capacity	0.12	0.01	0.04	0.21								
Queue Length 95th (ft)	10	0	3	0	The State of the S	e voca e focas			na aliwa e iliza e	vertebra a con	annon to exist as	or tulk use in in
Control Delay (s)	16.2	10.2	1.4	0.0								
ane LOS	C	В	Α		1. 5 · · · · · · · · · · · · · · · · · ·			r San Bara sa		or an extension of		
Approach Delay (s) Approach LOS	15.7 C		1.4	0.0								
ntersection Summary												
Average Delay			1.6									
ntersection Capacity Utiliza	tion		52.0%	10	CU Level	of Service	<b>e</b> lyryth:		Α			
Analysis Period (min)	er i Andrea i era Arabella	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15				ega e di mendidi m		1 1 2 M W 1 3 F	* * * ****		
			34.1.40	5 - F.545	di di Querio						<b>建</b> 加斯區	PAPECAL -

xisting	vveekuay rivi	
	vieias Hotel	

	<i>•</i>		7	•	4	1	*	1	<i>&gt;</i>	/	<b>\</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT-	SBR
Lane Configurations	7	£						4			41	
Volume (veh/h)	279	0	74	0	0	0	0	94	95	5	110	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	46.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	303	0	80	0	0	0	0	102	103	5	120	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	284	336	120	365	284.	154	120			205		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	336	120	365	284	154	120			205		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	A contract of the second state of										* 10 - NO	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	54	100	91	100	100	100	100			100	and a final	
cM capacity (veh/h)	666	582	932	539	622	892	1468			1366		
Direction, Lane #	EB1	EB 2	NB 1	SB:1								
Volume Total	303	80	205	125								
Volume Left	303	0	0	5	a Silon Con							
Volume Right	0	80	103	0								
cSH	666	932	1700	1366			to a weak or the first				e Joseph Rodenski stan	er tetal a tale
Volume to Capacity	0.46	0.09	0.12	0.00								
Queue Length 95th (ft)	60	7	0	0					on the second of the second	en e	per en e	
Control Delay (s)	14.8	9.2	0.0	0.4								
Lane LOS	В	Α		Α						. Here was the state of	and the second	
Approach Delay (s)	13.7		0.0	0.4								
Approach LOS	В							-				
Intersection Summary												
Average Delay	The same transfer to	de les este de la compa	7.4		a fat soe	المهور			ar in an	same to Visco		
Intersection Capacity Utiliz	zation	其些思想	32.9%	IC	U Level	of Service			Α			
Analysis Period (min)	a koda tyra a tokka.		15				n arrest de				No Ar Life	
					1348,215.0							1.54

	<b>ૐ</b>		•	•	· December 1	•	4	<b>†</b>	<b>/</b>	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	- WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			7→						€}-	
Volume (veh/h)	168	32	0	0	30	23	0	0	0	38	2	146
Sign Control	te an a tan o	Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	183	35	0	0	33	25	0	0	0	41	2	159
Pedestrians	County on April 2000 County	0.848 (0.55.00)		a atv. s de	ur diagram i na	a det la klussi	tustava at iki	and the		Salake a residen	to steel a	Section 1
Lane Width (ft)			Fried									
Walking Speed (ft/s)	orași astra de tentr	Stewn About	n kudawa		and the second	zuset din e tean u	Salah Sa	antika ji Yalik	s in salah dinasi salah	a i sanana d	A NASH BARA BA	. Visit State
Percent Blockage												
Right turn flare (veh)	ovanjeg positiste:		District Co	on established A	an example de	ew tolk at the sub	Augustinia (18	<b></b> deskeredi	nav belinest.	- Sansas, Sie	, organist Bo	254 J.A. 125
Median type	154号的2018			기타 보라.				None	di karit		None	
Median storage veh)	arennia etti.		s in the distri	sera Nefe III.	and the second	NG NOW SERVER	er 1944, Bert Weis	John Market		dhaidh na ai	teas library Vin	. 125 NA.
Upstream signal (ft)							k World		<b>公共资格</b> 研			
pX, platoon unblocked	205	164	0.0	100	042	Section <b>X</b> SS	404	e ta sinai	AVII (AVII)		di kesaka anii	
vC, conflicting volume	205	164	82	182	243	0	161			) ·		
vC1, stage 1 conf vol vC2, stage 2 conf vol			e des deserv		e projekt skil	de dissistan	en en en en en	auphi h digen	na ellas	awaning sa	enega er engr	er salvina i
vCu, unblocked vol	205	164	82	182	243	0	161			۸		NESTINA
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1		1 tale \$4870; ?	0 4.1	AND THE	
tC, 2 stage (s)	660A 7844 \$19.	0.0	0.2	Section 1	0.0	0.2	20 <b>3</b> (7)			7.1		HARLOTT F
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		ug Hayaan.	2.2		
p0 queue free %	74	95	100	100	95	98	100	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		97		N. A. (1887)
cM capacity (veh/h)	693	710	978	736	642	1085	1418	3443 80		1623	Report of sixt	158 g (154)
	EB 1	WB 1	SB 1		V 12	1000				1020		
Direction, Lane # Volume Total	217	58	202	148 - 1884 -	and their size	Salah Balansa	alah Astu Aleye Co					
Volume Left	183	0	202 41			HARRY RAY			Marity Net			
Volume Right	103	25	159			in the specifical		THE FRENCH				nggar dingun r
cSH	696	780	1623		247 La 107		oly it Alteria					
Volume to Capacity	0.31	0.07	0.03		sui Alia Ne	et Charles	gara arr	1516	e AVASTVATAJA			
Queue Length 95th (ft)	33	6	2							Nation Designed		
Control Delay (s)	12.5	10.0	1.6		3-104 H	1. 34 × 55		nardija	A sa bagaya Yi	Saula is	GSN 15 to the	gu vetik.
Lane LOS	В	Α	A	mengana belah				Art Million Car			5 (BBS) (BBS)	
Approach Delay (s)	12.5	10.0	1.6		ja Recessi					hisia ji		
Approach LOS	В	A		relajan elik				lā, a silvalit, s	an Agriconto			
	_	•										
Intersection Summary			7.0									
Average Delay	ii ka ka sa sa sa sa	geda e 1 g W	7.6	10	1112.25	40-11	a jygak bili is		Α.	192 July 3 19		
Intersection Capacity Utiliza	шОП		35.5%	IC	u Level c	of Service			А			11.77
Analysis Period (min)	i de desper de		15					1794 + 44	ensayî nê dibab e.			
医神经性神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经						in Military					endiseri. A	

	ᄼ	>	*	*	4-	•	4	<b>†</b>	/	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			ĵ»	
Volume (veh/h)	0	0	0	6	1	21	15	57	0.	0	45	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	: 1   <b>1</b>	23	16	62	0	0	49	87
Pedestrians	i distriction of the control		eter vilas seri					. Noor - Treat	Zarria Na N	Odanak yang ban		School Street
Lane Width (ft)												
Walking Speed (ft/s)	salestala i kale		8 (4.1 × 5.1 k) 1 ×	ongag iki kasaga ng		- N. C. N. Sala	ing in Arthur	naur inzista	Salaha Palaha Salah	ru s katoznu n		
Percent Blockage								4.547.5				
Right turn flare (veh)	en establishen in S.A.	1983 (1.1)	or they are	Cathar No Novo.	g - Styrini		3647 \$ 15,191 A	en <b>o</b> neuro no	sandro sad		n i karelene (	
Median type				10 36 147	in Albert			None			None	
Median storage veh)	Salaki waki ka	e la Transila de la	r enchiste		n de tarv		[관련 및 1717] B	1943 gold	. S. Hogeway.			
Upstream signal (ft)		Property								Y. A first		
pX, platoon unblocked vC, conflicting volume	210	187	92	187	230	62	136			62	· 结合设施18。	a salah
vC1, stage 1 conf vol	210	101%	32	101	230	02	130		th, Mithiga	02	magainte b	
vC2, stage 2 conf vol						arka Rist	deja in Po		s Balansia			513 SS
vCu, unblocked vol	210	187	92	187	230	62	136			62	from I alth	7 2 10 33
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	era, Parag		4.1		4.8.8.2
tC, 2 stage (s)	그 마음이 위한 사람들이 하였다.	San Daniel Company	**************************************		4 0.0%	· · · · · · · · · · · · · · · · · · ·			F 3 - 4 . 10150	iana inatiga di	NOSA (INNA)	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	<b>装装装数</b>		2.2		
p0 queue free %	100	100	100	99	100	98	99			100		
cM capacity (veh/h)	723	700	965	767	662	1003	1448			1541		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1		1150						
Volume Total	8	23	78	136			<b>电影曲额</b>					
Volume Left	7	0	16	0								
Volume Right	0	23	0	87								
cSH	750	1003	1448	1700								
Volume to Capacity	0.01	0.02	0.01	0.08								
Queue Length 95th (ft)	1	2	1	0					and Section and American			
Control Delay (s)	9.8	8.7	1.6	0.0								
Lane LOS	Α	Α	Α	10.728.23				An existing		an an an toka silin a	ediko seriesa	Sistema in the contract of the
Approach Delay (s)	9.0		1.6	0.0								
Approach LOS	Α								,			
Intersection Summary	1000											
Average Delay			1.6									
Intersection Capacity Utiliza	ition		24.4%	IC	CU Level	of Service		명방법점	Α			
Analysis Period (min)	>> ->>		15					27 1 7 9 9				
			Million (g.									

	<b>≯</b>		7	<b>*</b>	- April 1990	•	*	†	<i>&gt;</i>	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4						f)			र्भ	
Volume (veh/h)	54	0	5	0	0	0	0	15	6	43	12	C
Sign Control		Stop			Stop			Free			Free	
Grade		0%	4 3 37		0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	0	5	0	0	0	0	16	7	47	13	- C
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)	and the Alexander	*********										
Percent Blockage												
Right turn flare (veh)	or to the second											
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	126	129	13	132	126	20	13			23		
vC1, stage 1 conf vol	ones Innes							****				
vC2, stage 2 conf vol												
vCu, unblocked vol	126	129	13	132	126	20	13		e aleman set to the	23	each and an e	
tC, single (s)	7.1	6.5	6.2	7,1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	- 12-13-14-1 - <u>27</u> 12 <u>2</u> 2	Silver and all	an e weze ze a	. unitarun Ze.	- A - A - A - A - A - A - A - A - A - A		1 2.2%		e subusina di selati	andres and		rain birroi
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	99	100	100	100	100	+ 32 kgs k k 1 4 1		97		
cM capacity (veh/h)	829	739	1067	818	742	1058	1605			1592		
Direction, Lane #	EB1	NB 1	SB 1	i e e e e e e e e e e e e e e e e e e e								
Volume Total	64	23	60									
Volume Left	59	0	47			and the second						
Volume Right	5	7	0				#\*\) = .					
cSH	845	1700	1592	and the state of the state of	1 4 1	e i saledo	rituge austi	and a second		garanger, Karang	area ji a sa sa	1.05
Volume to Capacity	0.08	0.01	0.03				Bar Mil					
Queue Length 95th (ft)	6	0	2	es cas les estants					era sala 11. a.		es es est	
Control Delay (s)	9.6	0.0	5.8								rai fi	
Lane LOS	A		Α				Sagar Royal ang Pa		err massmalas	salas da jara san		
Approach Delay (s)	9.6	0.0	5.8									
Approach LOS	Α											
Intersection Summary		7								27		
Average Delay	i de la composition		6.6				(+) 1 1		and the second			1.186.5
Intersection Capacity Utiliza	ation		19.7%	i IC	CU Level	of Service	)		Α.		有知智的	
Analysis Period (min)			15									
			Pared.	the Pro-								

	٠		•	•	***************************************	4	*	1	<i>&gt;</i>	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	Į4.		4			1→	
Volume (veh/h)	0	COSTS CALLS TH	0	41	3	10	36	504	0	0	62	324
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	, 0	0	0	45	3	11	39	548	0	0	67	352
Pedestrians	taga sakata sa bay	ega					enger i viren bulan i	en en en	A A La			
Lane Width (ft)								JBAU.				SEVER.
Walking Speed (ft/s)	- Dissertance exception (St. 154)			1	an Vincentin	ja pretujitski.	a digenti eder	, a stouetous	ent will all No Stift se	erene e a la estat	ateria de la segui	tros sanda
Percent Blockage												T STEEL T
Right turn flare (veh)	er nekçin başılıklı.		erse garage	n in the second	na satisti		gga, te estesado	s nagative.	ny ny european Ny INSEE NY EURO		. N. Standarden	interestinasione
Median type								None		n fish de ska	None	4. 본인성.
Median storage veh)	s Espainisti era	ki Massamara			Tevror S.	estra gajas t		wali engijar		At especial.	alfred as a	grammati A
Upstream signal (ft)	생사하는 경기를		발표 선생님						The Charge	S. Haller S. M.	AFRICA.	
pX, platoon unblocked vC, conflicting volume	882	870	243	870	1046	548	420			548	y et marital s	
vC1, stage 1 conf vol	002	0/0	243	010	1040	040	420			340		4.数.思。数 T
vC2, stage 2 conf vol		ningly out	BANANS S	in or seed to				· 역시 근무실 수	Wasel are	andra.		
vCu, unblocked vol	882	870	243	870	1046	548	420	A4 場下		548	an Winer	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1	40.945 y 69	(1.44 ).44.
tC, 2 stage (s)		1 11 17 V.O.	V.Z	· 特爾 · 其 · 1 · 1	0.0	0.4	Marie Co.			701	an file shock	TOTAL SECT
tF (s)	3.5	4,0	3.3	3.5	4.0	3.3	2.2	34 YEE	403040	2.2	er Walte	a Erro
p0 queue free %	100	100	100	83	99	98	97	nen ekko Milio		100	249 J. 10 VI J. 30	
cM capacity (veh/h)	252	280	795	265	221	536	1140			1022	Nabel 3	1986
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	48	11	587	420							heri za	
Volume Left	45	0	39	0		, in the comment of the fi			. d.,37- (- 1-4-4-17)			
Volume Right	0	11	0	352				ANTAN			<b>电影流</b> 管	KE PER
cSH	261	536	1140	1700			1 8 8 KW 120					
Volume to Capacity	0.18	0.02	0.03	0.25								Maries
Queue Length 95th (ft)	16	2.	3	0								
Control Delay (s)	21.8	11.9	0.9	0.0								
Lane LOS	C	В	Α									
Approach Delay (s)	20.0		0.9	0.0					경찰석과			
Approach LOS	С											
Intersection Summary						. E						
Average Delay			1.6									
Intersection Capacity Uti	lization		65.1%	IC	U Level	of Servic	е		С			
Analysis Period (min)			15									

Novement			•	•			,		•		¥	-aft
lovement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	7	41						ĵ <b>→</b>			र्स	
/olume (veh/h)	440	0	34	0	0	0	0	103	72	5	98	0
Sign Control	autorios erena	Stop			Stop		re a result of	Free			Free	
Grade	wigit	0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
lourly flow rate (vph)	478	0	37	0	0	0	0	112	78	5	107	
Pedestrians	er euro-Albaria in	ريان دورونده در دريان دورونونونده دروانونونونونونونونونونونونونونونونونونون		111	2.3354.35	a Ala Daggaga		ese e egge				s gradiničini
ane Width (ft)	INTERNA							िस्ता असीय				
Valking Speed (ft/s)	valuetetii	eustanaksi Pustanaksi	183 kJ 255 Au		Section			1 40 A 3 A	A Confedence			ya u Ala
Percent Blockage			kilte etilge s		. P.P. F. 415			Adad Fit			44.461.404	
Right turn flare (veh) Median type			religion in Prope				1693 3337	None			None	
Median type Median storage veh)					74-56-41		\$1944 A.T.	HOULE			ivolic	11 A 11 A
Jpstream signal (ft)	ar (William)	941000		Auga e ya	2003148		Herence	elipad Ki.				
X, platoon unblocked	Statistical New	areas and		198570 P. 1157.			A Mark Street				200 SEE O. 100	
C, conflicting volume	268	308	107	305	268	151	107			190		383
C1, stage 1 conf vol	9 8 MAGUN	### E E E ##	ya. a.reş.		A1 7778			gia non libera	en silvi i i i.			
C2, stage 2 conf vol		ALC: NO	hjale.		Hady	unta P						
Cu, unblocked vol	268	308	107	305	268	151	107			190		
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
C, 2 stage (s)												
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
0 queue free %	30	100	96	100	100	100	100	and the second	unu walio na ka	100		
:M capacity (veh/h)	682	604	948	620	635	895	1484			1384		
Direction, Lane #	EB1	EB 2	NB 1	SB 1								
/olume Total	478	37	190	112								
/olume Left	478	0	0	5		ras aleste c	den konstekte i	ىرى ئىلىردىرىيى سى	January (19 <sub>9</sub>	Anthropy of	, kila ya wasa sa	lag agradica)
/olume Right	0	37	78	1204	Visited.							
SH	682 0.70	948 0.04	1700 0.11	1384 0.00	i e eddalas		0 - 1214/6/00 0 - 1214/6/00	do estadas				
/olume to Capacity	144	0.04	0.11 0	0.00								
Queue Length 95th (ft)	21.7	9.0	0.0	0.4		Para Adiya				a. A halined	Najaga	aran ya
Control Delay (s) .ane LOS	21./ C	9.0 A	0.0	0.4 A		w Maria W		LANGTY	* AV.5 195			
Approach Delay (s)	20.8		0.0		a E. Post	g Grais	; 4;5 × 2.3			g 2 TV 6 AA		
Approach LOS	C C	MOTALLANIA	0.0	ara. Vitar			eral system	er, littlevik i		pp Process to the		
ntersection Summary												
Average Delay			13.2									
ntersection Capacity Utilizatio	n		40.9%	IC	U Level d	of Service			Α	황탈활기의		
Analysis Period (min)			15									

	<b>≯</b>	-	*	1	4	•	4	<b>†</b>	<b>/</b>	-	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स		, , ,	f.						4	
Volume (veh/h)	149	32	0	0	23	25	0	0	0	20	0	161
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	162	35	0	0	25	27	0	0	0	22	0	175
Pedestrians	a. Po esse para te dell'	\$ 200 A C C		and the	nsasatas a va	er a safar iz a			alienie i ne z Ne	ny idda Na R	na Galeria (j. 1	+ 712 + 1 + 4
Lane Width (ft)												
Walking Speed (ft/s)	erana eran eran eran eran eran eran eran	seritarrig, n.	ar est est est est est			Arweigh Car	a nagajar 1944	EE Faarden	gjarsjaggenaga	ide on Walled ever	.6.5364	
Percent Blockage	<b>为非形象的</b>			i U ak New			- V 1 (1944)					
Right turn flare (veh)	akiinak septimba	a super de d	ne Malake	nichtbeide be	p 545,1254 A	e selesations.	Jugara &	ii Kralia	وويلية تيدي	10 2014 A	O Marael	- 12 - 24 Ph
Median type								None		Park to	None	
Median storage veh)	. Paul tar wat to s	a e fra liste i	ari a gayaya	. J. N. AKO HI	urti anak kiá	Mar Adalifica e	No West Col	agger ag sa		. Pakija P.S	Nagis, nyaé	el vag
Upstream signal (ft)						de Beffel e An				installing of		
pX, platoon unblocked	474	131	88	148	218	HAR OF	175		Application	0		98435.
vC, conflicting volume	171	131	00	140	210	V - V - V	1/0		alasta (b)	ragina (a. <b>U</b> .ar		
vC1, stage 1 conf vol		NEED Serv	Notara (e.)	44444		de Mañ Krz			4440.3		original da	1350
vC2, stage 2 conf vol vCu, unblocked vol	171	131	88	148	218	0	175			0	ederjust pita.	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	o significant	e at Hell Sh	4.1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
tC, 2 stage (s)	Madidd Lif	, , , <b>, , , , ,</b> ,	0.2		0.0	0.2	esp. Teks			AK 79 M.		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	National		2.2		
p0 queue free %	78	95	100	100	96	97	100		tant taka ta	99	n da sestando	
cM capacity (veh/h)	743	750	971	783	671	1085	1401		Yakin la	1623		
	4110-1008 530-10	V-190-1 - 100										
Direction, Lane #	EB 1 197	WB 1 52	SB 1		9 E 1240							
Volume Total	197 162		197 22						i Hi katinda fi		Property.	
Volume Left	102	0 27	175						neratividi	Jaffstan Erick) o		orene esta
Volume Right cSH	744	837	1623		J 14 1 PA		Printer of	M. Progla				Harry 18 c
the second secon	0.26	0.06	0.01	pagas de d				yan i Maka	445.755.6 <b>%</b>	na maka		
Volume to Capacity Queue Length 95th (ft)	27	5	0.01	ka ji Nasa	our in the little				namité maga		Description (Co.	Electronic en
Control Delay (s)	11.6	9.6	0.9	eds High				4. (1814)	ALM REPE	angara Mi	viting"	
Lane LOS	В	3.0 A	Α	for div			Ny ny paolitika I					
Approach Delay (s)	11.6	9.6	0.9			Chereni av		va, 853				\$44 to
Approach LOS	ъ В	Α	0.5				\$100, \$1.00 p. 6				21 PATEL 51	
	U			_			T. Comp. 24 2 2 2 2 2					
Intersection Summary												
Average Delay	W. 10 1 15	eritari in Neseri	6.6			. La parente de la		house or	to siai	um Svanuek i i kir	Septembrille	
Intersection Capacity Utiliza	ition		34.3%	IC	U Level	of Service	<b>有数人名法</b>		Α			
Analysis Period (min)	Joseph Charles Cha		15			Alaska i sak						
		APPEND	J. 194							海田斯特特	NEEDS.	in Maria e f

	۶		*	•	4-	1	1	1	<b>/</b>	1	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations					4	الم		€Î			7>	
Volume (veh/h)	0	0	0	6	2	48	8	61	0	0	57	: 2 <b>(</b>
Sign Control	,	Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.
Hourly flow rate (vph)	0	0	0	7	2	52	9	66	0	0	62	i. Para di
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type				경기 왕				None			None	
Median storage veh)												
Upstream signal (ft)									NH ELE			
oX, platoon unblocked												
C, conflicting volume	235	182	98	182	217	66	134			66		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol				<b>美国统治</b>								
vCu, unblocked vol	235	182	98	182	217	- 66	134			66		
tC, single (s)	7.1	6.5	6.2	7,1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	95	99			100		
cM capacity (veh/h)	677	708	958	776	677	997	1451			1535		
Direction, Lane#	WB 1	WB 2	NB 1	SB 1				i,				
Volume Total	9	52	75	134								
Volume Left	7	0	9	0								
Volume Right	0	52	0	72								
SH `	749	997	1451	1700								
Volume to Capacity	0.01	0.05	0.01	0.08								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	9.9	8.8	0.9	0.0								
ane LOS	Α	Α	Α									
Approach Delay (s)	9.0	Mar Ar	0.9	0.0								Ya
Approach LOS	. A											
ntersection Summary												
Average Delay	and the second second		2.3			يومان عوالوان					en la	
Intersection Capacity Utiliza	ition		19.9%	IC IC	CU Level	of Service		\$11.73	Α	MALES.		440
Analysis Period (min)			15						1 No. 4 (44)			
								he half				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4						4			€Î	
Volume (veh/h)	74	2	1	0	0	0	0	14	8	44	13	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93
Hourly flow rate (vph)	80	2	1.	0	0	0	0	15	9	48	14	(
Pedestrians	and the same of the same of	at substan	Mark Mark	20 No. 20 20 20 20 20 20 20 20 20 20 20 20 20								
Lane Width (ft)												
Walking Speed (ft/s)	district Event (s.c.)	ulu arrum das sif	n Baryan Ka	Standard area	and the second	to, in anatomic house	JA 1 1 1 1 4	e montana a	armana tank			
Percent Blockage												
Right turn flare (veh)	Maria di Santa di Santa S	ka Sabilatin				At History		er e falan kasesake		Salestin and the	Note a second	Section.
Median type					ARRE			None			None	
Median storage veh)	årskulser frittnist i i	n nga jing nganga		agentina (n. 1985)		aline title i k	1983 <b>- 1</b> 38 <b>- 19</b> 77			Carrier and	ta e i ga e la cela es	A complete of
Upstream signal (ft)							West A					
pX, platoon unblocked	100	404	to virgani	400	400	7.500.000	tojaoj <b>a</b> y s	yny ar geor cop	and the second part		arias nsa	
vC, conflicting volume	129	134	14	132	129	20	14		HARRIES.	24		
vC1, stage 1 conf vol vC2, stage 2 conf vol	rovinese arrieros.			en to as est	inga, ger Bag.,	i Granda ya ka	· 6.5.5940.2	sveeting of	Times in E. A.		and with the 1990	
vCz, stage z com vor vCu, unblocked vol	129	134	14	132	129	20	4.4	· 清洁、全	* 18348 Fig. 1	04		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	20 6.2	14 4.1		r Markaniya ya y	24 4.1	Albert Labr	
tC, 2 stage (s)	an kara da kan	0.5	0.2	· St. L.L.	0.5	0.2	4.1			4.1	ÇIRAÇER KAR	
tF (s)	3.5	4.0	3,3	3.5	4.0	3.3	2.2	e Production	e di Salamania.	2.2	inik itanaan	
p0 queue free %	90	100	100	100	100	100	100			97		HARVAR
cM capacity (veh/h)	824	734	1066	819	738	1058	1604	4053		1591		1849.
Direction, Lane#	EB 1	NB 1	SB 1									
Volume Total	84	24	62									
Volume Left	80	0	48	e in a la sing nouengle		NA CALEBOOK						
Volume Right	1	9			48.32		484135		<b>FRANCI</b>	45334	Sans.	
cSH	824	1700	1591								20.8 8 48	
Volume to Capacity	0.10	0.01	0.03					GUL PH				
Queue Length 95th (ft)	8	0	2								ye	
Control Delay (s)	9.9	0.0	5.7									
Lane LOS	Α		Α									
Approach Delay (s) Approach LOS	9.9 A	0.0	5.7			ingiba:						
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utiliza	ation	agadet i	20.7%	IC	U Level	of Service	a. De la elegica	Ar sylvan	Α	in a W		
Analysis Period (min)	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		15		. TTT				e produced established Transport			
				E AND								e aleka
								No other 1				4 J. 1

## **APPENDIX E**

**CUMULATIVE PROJECT INFORMATION** 

		Project Name	Land Use	Intensity	Unit	Daily Trips	PM Trips	PM In	PM Out
1	350010-005	Cronin Light Industrial	Industrial Park	33.5	TSF	536	64	13	51
2	3500 03-073-01	3500 03-073-01 DGJM Self Storage	Storage	119.78	TSF	240	22	11	11
			Specialty Retail	25	TSF	1,000	06	45	45
m m	3500 01-064-01 Alpine Regional	Center Expansion	Bank with Drive- Through	2	TSF	400	40	20	20
			Sub-Total			1,400	130	99	99
4	3300 64-018-04	3300 64-018-04 Alpine Convalescent	Convalescent	29	Beds	87	9	2	4
			Specialty Retail	5.525	TSF	221	20	10	10
3	3500 10-022	Victoria Village	Condominiums	4	DO	32	3	2	1
			Sub-Total			253	23	12	11
9	3100 5431	Victoria Estates	Rural Estates	35	na	420	42	29	13
7		Alpine High School	High School	1,100	Students	1,430	143	57	98
8		Library	Library	13	KSF	059	99	32	33
		Total Cumulative Project Trips	rips			5,016	495	221	274
			-						

APPENDIX F

LONG-RANGE PLAN FOR VIEJAS CASINO

Updated: March 12, 2008

	VIEJAS RES	ERVATION (YEAR 2030)	,							
LAND USE TYPE	LAND USE UNITS	TRIP RATE FACTOR	DAILY TRIPS							
GAMING AREA	133,000 sq. ft (1)	100 trips/1000 square feet	13,300							
OUTLET CENTER	255,000 sq. ft.(1)	27 trips/1000 square feet (2)	6,885							
NEW CASINO (3)	100,000 sq. ft.(4)	100 trips/1000 square feet	10,000							
HOTEL	600 rooms (3)	3 trips/room	1,800							
MULTIPLEX MOVIE THEATER (3)	1,000 seats (4)	0.606/seat (5)	606							
CONCERT VENUE	12,000 seats (3)	0.606/seat (5)	7,272							
TC	TOTAL DAILY TRIPS GENERATED									

- (1) Draft Viejas TEIR dated August 2005. Includes a 18,000 SF expansion of the gaming area. Outlet Center square footage includes 83,000 square foot expansion (increase from 35 to 57 stores).
- (2) Based on data from ITE Trip Generation Report
- (3) Based on UT article dated January 9, 2008.
- (4) Size / number of units are currently unknown. Assumption used solely for planning purposes.
- (5) Trip Generation assumption based on Jamul Event Center

**APPENDIX G** 

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CALCULATION SHEETS

	<b>→</b>	>	*	•	4	1	1	1	<b>/</b>	1	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBI
Lane Configurations	and the second decision				र्स	7		र्स			₽	
Volume (veh/h)	0	0	0	40	. 0	4	46	327	0	- 0	76	26
Sign Control	ingan sa	Stop	etine Algeria	Mariana and a	Stop		de arrest a susa	Free	er konstrukter in dat so		Free	- A - AL - (M.)
Grade	terminates.	0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Hourly flow rate (vph)	0	0	0	43	0	4	50	355	0	0	83	28
Pedestrians		a see a merce		11 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 54505 N			e sterition and		
Lane Width (ft)												
Walking Speed (ft/s)	erendekteten 193	and the second				T 20 9 345 5444						
Percent Blockage												
Right turn flare (veh)	e Torrestourus Albania											
Median type								None			None	
Median storage veh)	en e											
Upstream signal (ft)												er vall
pX, platoon unblocked	en e		er e e e e e e e e e e e e e e e e e			25 JA 2500						
vC, conflicting volume	686	682	227	682	826	355	371			355		
vC1, stage 1 conf vol	anna a sawa keesa sa	Land Company	en Roger (1989)									11 - 87-17
vC2, stage 2 conf vol												
vCu, unblocked vol	686	682	227	682	826	355	371			355		
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
C, 2 stage (s)	walls are a least of	to the lead rather	auralet ner e	er e e e								
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
o0 queue free %	100	100	100	88	100	99	96			100		
cM capacity (veh/h)	348	356	813	352	294	689	1188			1203		
Direction, Lane #	WB1	WB 2	NB 1	SB 1								
Volume Total	43	4	405	371								
Volume Left	43	0	50	0		. where the fi				Not as a const		
Volume Right	0	4	0	288								
SH	352	689	1188	1700								
Volume to Capacity	0.12	0.01	0.04	0.22								
Queue Length 95th (ft)	10	0	3	0								
Control Delay (s)	16.7	10.3	1.4	0.0								
ane LOS	C	В	Α				salah di Maria					
Approach Delay (s)	16.1		1.4	0.0								Seria.
Approach LOS	С											
ntersection Summary												
Average Delay			1.6									
ntersection Capacity Utiliza	tion		53.4%	l(	CU Level	of Service	Э		Α .			
Analysis Period (min)		and the No.	15	a many a fir	7.	- · · · · · · ·	- 18 miles					
	sas ir ta				and the same		ida. P	944. Oct. 9	- 0941.454		. Agrania Par	

	۶		*	•	4-	4	1	1	<i>&gt;</i>	<b>\</b>	<b>‡</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	. NBT-	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽						4			4	
Volume (veh/h)	288	0	74	0	0	0	0	95	95	5	112	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	a deja
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	0	80	0	0	0	0	103	103	5	122	0
Pedestrians	un i de establishe titali in	a. Jane				a North Con-	and the second		1 100			
Lane Width (ft)		K HATELY										
Walking Speed (ft/s)	na a utempetiko era		na na sana	4.51	tian suras			1 5 1 Att 5	Special Services			and the same of
Percent Blockage												
Right turn flare (veh)	ang mengagan ng Ass	er kinte er fan ska				i naski konst	selection states	gangganasir. S	a visit to get to take	e kanaziria ya	1.5 2008 50	
Median type					Math Ay		Historia	None			None	
Median storage veh)	Santas de la Carlo	i Nema elektroma		As seeks 1	Server Se		and a state of the	e aktir ki	<ul> <li>1. (1.) \$2. (4.) \$2.</li> </ul>		ede akirê er i	No. 2
Upstream signal (ft)				Mar STOP (C.)							Bristini.	
pX, platoon unblocked vC, conflicting volume	288	339	122	368	000	155	400		energie egyte.	207	Alices (4)	is norskert
vC1, stage 1 conf vol	200	339	IZZ	300	288	(33)	IZZ		H A PART	207		
vC2, stage 2 conf vol		72.84 ST 1 E				r Application		alin Arai	n ing the state of	i siyayyi ye, . F	ratigaras i	
vCu, unblocked vol	288	339	122	368	288	155	122	of its fertilities		207	Pari Ledin	tiên Heyek
tC, single (s)	200 7.1	6.5	6.2	7.1	6.5	6.2	4.1		和	4.1		er Whoel
tC, 2 stage (s)	750 m (177 ) 51 m (177 m + 177	# 14 <b>010</b> 61		\$1.30 <b>!.!</b> (	0.0	0,2	ritar, Tollini		Capana Agripa	red Total	water of a	
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	TA WARA		2.2		1.23.19h
p0 queue free %	53	100	91	100	100	100	100			100		
cM capacity (veh/h)	663	580	929	536	620	891	1466			1365		
Direction, Lane#	EB1	EB 2	NB 1	SB 1								
Volume Total	313	80	207	127		hara sa			or marking	r Nace House		
Volume Left	313	0	0	5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	mara mananti			AVA (BOSE OF LA			
Volume Right	0	80	103	· 0	viryake.	H BOLLEY					KIN AS	'spokin'
cSH	663	929	1700	1365				. a a. 19 5 39 3			Apply and an order of	
Volume to Capacity	0.47	0.09	0.12	0.00				a Nasa P				
Queue Length 95th (ft)	63	7	0	0								tuasi Turatea
Control Delay (s)	15.2	9.2	0.0	0.4	A 18 (A)	Period S						
Lane LOS	С	Α		Α	***						and the state of t	25.5
Approach Delay (s)	14.0		0.0	0.4						434.B	WA AGA	
Approach LOS	В											
Intersection Summary					7							
Average Delay			7.6									
Intersection Capacity Utiliz	ation	Maria	33.4%	IC	U Level	of Service		4.333	Α			얼룩하다
Analysis Period (min)			15									
									hatik			

	•	>	*	•	4	1	*	†	<i>&gt;</i>	-	ļ	4
Movement	EBL	EBT	EBR	-WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			1>						43+	
Volume (veh/h)	169	32	0	0	30	23	0	0	0	38	2	148
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	184	35	0	0.0	33	25	0	0	0	41	2	161
Pedestrians	Normalisa da Braza e a	. Ashakeli fin	. 15. 4						er estatus	and the last of the second	various reco	
Lane Width (ft)		APASSE.				West, Pos						AME I
Walking Speed (ft/s)	Maanifaa faasaa.			the size types	Nova personal	t tek mesje en kom	والموازين وفادي والأ	nasta) i ga	. Sundan ora	w stantin		entials i
Percent Blockage		, U. A. H.						li algia di				
Right turn flare (veh) Median type	distribitatsi	nak wakiy		MARK CEL		.T 07.58.49	: (94:55) (94:51)	None	Personal Page 1		None	
Median storage veh)							Paradis III	INUITE			NOILE	41, W 1
Upstream signal (ft)	TRANSPORT	er er bar v					Salahir da	s il Attas		_ _##J#\$#	ergist, t.	
pX, platoon unblocked		as, la lisa					Mark North			Suedo Sierra. Da	MENTAL LATE	
vC, conflicting volume	207	165	83	183	246	0	163			0		His original to the contract of the contract o
vC1, stage 1 conf vol	@ \$1.50 <b>-01</b> .50.	H 64 7 7 7 1 4	Street Africa			a Wile Yel		**************************************			Distriction (	
vC2, stage 2 conf vol				1.推注10		<b>电路电影</b>			erene.			JAG
vCu, unblocked vol	207	165	83	183	246	0	163			0		1.8% 1.5%
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	73	95	100	100	95	98	100			97		
cM capacity (veh/h)	692	709	977	735	640	1085	1416			1623		
Direction, Lane#	EB1	WB 1	- SB 1									
Volume Total	218	58	204									
Volume Left	184	0	41				Z - 955 115 1 115	na in Nation (Section	a de talent	unana lun kan ke		
Volume Right	0	25	161				andri 4	A PERM		Mana 4	Kirk t	
cSH	694	778	1623	e sin Ashabatan			e nakkare, ki p	na maka a s			u utaning nive	AVA - 1 - C
Volume to Capacity	0.31 34	0.07	0.03				行動がする					
Queue Length 95th (ft)	34 12.5	6 10.0	2 1.6		aran in	esta segui		n green gir.	our marketi		1941 (1942) 144	ing with the con-
Control Delay (s) Lane LOS	12.0 B	10.0 A	1.0 A					tri Victoria.				
Approach Delay (s)	12.5	10.0	1.6				1. 2 N. S. Y.	War out				
Approach LOS	12.0 B	Α	12 11.0 V			d tarabilir di			SERVE HAN			
Intersection Summary												
Average Delay			7.6									
Intersection Capacity Utiliz	ation		35.7%	IC	U Level	of Service	doği di		Α			
Analysis Period (min)	A CONTRACTOR OF A		15									
	# 1 15 Mar 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				4.4	Land State	Contraction of	1.04 (2.5)				

	۶	>	*	<b>*</b>	4	•	1	<b>↑</b>	<i>&gt;</i>	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		र्स			ĵ»	
Volume (veh/h)	0	0	0	6	1	24	15	57	0	0	49	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	- 31	26	16	62	0	0	53	87
Pedestrians	Anglisis supplemental	601 802 700 77			5.075.7 <b>8</b> 74.0 -45.7	ne i kida Jeli BAR		11.35. DENCE	. Natalisasi ka	teat this bases	naachard Treatha	i ka izrusuga
Lane Width (ft)												
Walking Speed (ft/s)	alienteat est	desperante de	. 1, 41, 500	in in the 数据证		antikan alam	arene era era era era era era era era era er	tali i sidasi	dada say			
Percent Blockage					Printer is the	* 4.5 (#17.55)						
Right turn flare (veh)	ender in de la company de l La company de la company de	Afazaran barrata		tore receive		es Carlan	SECTION IN	None	18 9 - 19 - 30		None	grada.
Median type								None	yede kasi	HAN NORTH	MOHE	
Median storage veh) Upstream signal (ft)			an Assa	er#10 glitech	a niki diy	ing at the first state.		Salvan Siliki		ns ( Aliki		
pX, platoon unblocked						ever into the	N. 1, 43 E4				等等的数据以下 2	\$44,000
vC, conflicting volume	218	191	97	191	235	62	140	basi yayan	18. 18. 18. 18.	62		ANSKI I
vC1, stage 1 conf vol	**************************************	(A) 10 1/2.	01	3.47.10.1	200	0 <b>2</b>	9 9 1 <b>79</b> 0		Applies express	ran - Year	magaga, va	
vC2, stage 2 conf vol					å. Ettesko							
vCu, unblocked vol	218	191	97	191	235	62	140	1 (A. DECRA)		62	r describing to the	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	电影道法	Charles.	4.1		
tC, 2 stage (s)	er und digestation	2/4 1 7 7 7 7 7 7						The first state of the	e distriction of the	te nakali liye hilik d		2 4 5 7 4 3
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		STEETS	2.2		
p0 queue free %	100	100	100	99	100	97	99			100		
cM capacity (veh/h)	712	696	960	762	658	1003	1443			1541		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	8	. 26	78	140	S APPA							
Volume Left	7	0	16	0								
Volume Right	0	26	0	87								
cSH	745	1003	1443	1700					4, 15	n a historia i ter	e. La parter a	
Volume to Capacity	0.01	0.03	0.01	0.08								
Queue Length 95th (ft)	1	2	1	0		in the second of				na valence de las		into o trace
Control Delay (s)	9.9	8.7	1.6	0.0								
Lane LOS	Α	Α	A	. 2 2 5								
Approach Delay (s)	9.0		1.6	0.0								
Approach LOS	А											
Intersection Summary												
Average Delay	or a second	V.	1.7		15.50	A1 _1 _1 _1						
Intersection Capacity Utiliza	ition		24.6%	i IC	U Level	of Service	<b>)</b>	September 1	Α			
Analysis Period (min)	er Colonia de Santa de Cara		15				* 584 C. L. L.					
				Virgin (d.								

	۶	<b>→</b>	*	<b>*</b>	4	4	1	<b>†</b>	<i>&gt;</i>	<b>\</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€₽						₽			सी	
Volume (veh/h)	54	0	5	0	0	0	0	15	6	47		0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	0	5	0	0	0	0	16	7	51	13	0
Pedestrians	avastaanster vii Tuor	na deserva e e e e e e e e e e e e e e e e e e e			47 to 350 to 4 47	aas as in was	ng menganahan	stA e		and the section of		
Lane Width (ft)		SEE SE								Albert .	等的主义	
Walking Speed (ft/s)	n nazazarien eta 14. nar	na drazane us	14 266 1 4 37 4		eres to his in Aus		er er sest i stiller	na outhway		Augh at those	America design	egane en ag
Percent Blockage					FRESS							
Right turn flare (veh)	Vasionalia ing damba P	innustan Ensa		er er er faltstaar	Tustan Vil		authorne a fil	in a graduare c			an <b>W</b> altimate	
Median type			May 43				Power service	None	te Owier		None	
Median storage veh)	ratu en oudayl e Sol	an in the first of the co	er angert fer et f	rational Section 8	Mile Con		e Northead for a	outait (Asilina	en kantek tosa.	ar secur		
Upstream signal (ft)						Nation 1				W.S.H.F.A		
pX, platoon unblocked		120	40	436	105	20	13	ak Midikala	Later type real	99	475872 TE	en de ex
vC, conflicting volume	135	138	्रक्ता <b>ः</b>	140	130	20	13			23	t Deet setem	district in
vC1, stage 1 conf vol	대한민안에 (관련하다	4.4454.5	i a Karulikiy	Wing agents in	1 K. L., &	agolg fla	5 % 3 %	etines in a	ing district 6	.visias, žir š	s. Patenta	ede takin
vC2, stage 2 conf vol vCu, unblocked vol	135	138	13	140	135	20	13			23	esti De Qu	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)		0.0	0.2	1.1	0.0			effect for		्र चर्चा ५३		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		e ordania	2.2	BENEF	
p0 queue free %	93	100	99	100	100	100	100	5, 1474 158		97		
cM capacity (veh/h)	816	729	1067	805	732	1058	1605			1592		
AND THE RESERVE OF THE PARTY OF	EB1	NB 1	SB 1	<b>V</b>	102	1000	1000					
Direction, Lane # Volume Total	64	23	64	en Verene e								
Volume Left	59	0	51	CANAL BENE	77 - 41 1 - 17							effith etc.
Volume Right	5		0								weg to et	
cSH	833	1700	1592							H 12 F1 196		
Volume to Capacity	0.08	0.01	0.03	an Burg					Kinangan			
Queue Length 95th (ft)	6	0.01	2			(12.15), etc. 550, e						
Control Delay (s)	9.7	0.0	5.9		uriy ka H		HEYRIA	. S. 3. 34				
Lane LOS	Α	14,177,74,75	Α		y to finge them. "							
Approach Delay (s)	9.7	0.0	5.9		STEEL ST		tarák fel					
Approach LOS	Α	n, NE THEOR			*****							
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utiliz	zation		19.9%	ije i lo	U Level	of Service			Α			
Analysis Period (min)			15						-			
\$15基的基金的A100户的市场的。				机械制造		da Briski N	44	k A House				

	۶	<b></b> ▶	•	•	4	•	4	1	<i>&gt;</i>	1	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations					र्स	*		<del></del>			1→	
Volume (veh/h)	0	0	0	41	3	10	36	514	0	0	64	337
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	Hadiney Hadiney
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	0	0	0	45	3	11	39	559	0	0	70	366
Lane Width (ft)		gara.	g Asto	25.25.24.35	Gath.	SERVEY.A	antvag.	i Marini	<b>K</b> alahan	Araria		
Walking Speed (ft/s)	Balanda (pro 40 gen)			771 - 112 Huffer		2명 사용한 최 최고의	393.50 PV # 60	No. 160 C. No.		Water Alle austr	be the built of	
Percent Blockage			geral to						E.基金的	religion et al.		\$ : 3: 3 × 1
Right turn flare (veh)							, 회 보기기 및 취수용,					
Median type		Marian.						None	ARTHER P	<b>老妹</b> N#	None	e Zeroe
Median storage veh)	191 1 NOVE 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						erely and resident	La d'algresie	, especialist de la constante d			
Upstream signal (ft)	<b>电影性影响</b>			V-185	Nasa					ao ma		
pX, platoon unblocked	and the second of the second of	A constant									Tally the live tally	
vC, conflicting volume	902	890	253	890	1073	559	436			559		
vC1, stage 1 conf vol	to estate the second								a maya su dini sired			
vC2, stage 2 conf vol		4366			ayi. Alasa							
vCu, unblocked vol	902	890	253	890	1073	559	436			559		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	产工装件		4.1		
tC, 2 stage (s)												***
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	83	98	98	97			100		
cM capacity (veh/h)	244	272	786	257	213	529	1124			1012		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	48	11	598	436								a esta de
Volume Left	45	0	39	0								
Volume Right	0	11	0	366				TV信息				A Batta
cSH	253	529	1124	1700								
Volume to Capacity	0.19	0.02	0.03	0.26								
Queue Length 95th (ft)	17	2	3	0								
Control Delay (s)	22.5	12.0	0.9	0.0								
Lane LOS	C	В	Α									
Approach Delay (s)	20.6		0.9	0.0			深海洋 诗					
Approach LOS	С											
Intersection Summary												
Average Delay	de contra de la	u 16	1.6			~ ~ .						
Intersection Capacity Utiliza	ation	Takkir.	66.5%	: IC	CU Level	of Service			C			
Analysis Period (min)			15				1. v 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.					
					tak jili.							

	<b>→</b>	>	*	<b>*</b>	4	4	*	<b>↑</b>	<b>/</b>	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	ĵ»						Դ			र्भ	
Volume (veh/h)	449	0	34	0	0	0	0	104	72	5	100	. 0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	488	0	37	0	0	0	0	113	78	5	109	. 0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)										불리다.		
pX, platoon unblocked									- 48/90 4 17/15	1 1 - 1 - 2	organis de la company	
vC, conflicting volume	272	311	109	309	272	152	109			191		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol							中国基础					
vCu, unblocked vol	272	311	109	309	272	152	109		The secretary	191		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	us exposit <u>e</u> ncia.	agaan ee argee <u>sa</u> ee aa		er er er alle alle er er				in the state of		100 2002	the source of	
tF(s)	3.5	4.0	3.3	3.5	4.0	3,3	2.2			2.2		
p0 queue free %	28	100	96	100	100	100	100	rako, da kotut e		100		
cM capacity (veh/h)	679	601	945	617	632	894	1482			1382		
Direction, Lane #	EB 1	EB 2	NB 1	SB 1								
Volume Total	488	37	191	114								
Volume Left	488	0	0	5					reservation regions	e protection and	. Sinta vike s	
Volume Right	0	37	78	0								
cSH	679	945	1700	1382						- 4 · · · · · · · · · · · · · · · · · ·		
Volume to Capacity	0.72	0.04	0.11	0.00								
Queue Length 95th (ft)	153	3	0	0		and the same				a details of		
Control Delay (s)	22.7	9.0	0.0	0.4								
Lane LOS	C	Α		Α				F + 12 - 3	on the contract of	Francis Company	e de Mondocadore	
Approach Delay (s) Approach LOS	21.7 C		0.0	0.4								
Intersection Summary												
Average Delay			13.8									
Intersection Capacity Utiliza	ation	a Maria	41.4%	IC	U Level o	of Service			Α	, distrib		
Analysis Period (min)			15									
				SA FA	45,444							PAGE.

	<i>&gt;</i>	->	*	*	4	1	*	Î	<b>/</b>	1	<b>↓</b>	*
Movement	ÉBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations		4			₽						44	
Volume (veh/h)	150	32	0	0	23	25	0	0	0	20	0	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Hourly flow rate (vph)	163	35	0	0	25	27	0	0	0	22	0	17
Pedestrians	tare tone cons											
_ane Width (ft)												
Walking Speed (ft/s)		and the second										
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	NV.5
Median storage veh)												
Jpstream signal (ft)												
oX, platoon unblocked		to a to will do to a con-		and the second of								
rC, conflicting volume	172	132	89	149	221	0	177		Palitines.	0		
/C1, stage 1 conf vol												
/C2, stage 2 conf vol												
Cu, unblocked vol	172	132	89	149	221	0	177			0		
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
C, 2 stage (s)	uma in a single and a single and											
F (s)	3.5	4.0	3.3	3.5	4.0	3,3	2.2			2.2		
o0 queue free %	78	95	100	100	96	97	100			99	2.2.2.1.2.1	
cM capacity (veh/h)	742	748	970	781	669	1085	1399			1623		
Direction, Lane #	EB1	WB 1	SB 1									
/olume Total	198	52	199									
/olume Left	163	0	22						tion to be also			
/olume Right	0	27	177									
SH	743	836	1623									
olume to Capacity	0.27	0.06	0.01									
Queue Length 95th (ft)	27	5	1					eren ger	State Says	en en en en angeleen in de en		
Control Delay (s)	11.6	9.6	0.9									
ane LOS	В	Α	Α						2 - 5 - 5 - 5 - 5			
Approach Delay (s) Approach LOS	11.6 B	9.6 A	0.9									
ntersection Summary												
\verage Delay			6.6									
ntersection Capacity Utilizat	ion		34.5%	ICI	U Level	of Servic	е		. A A			484
Analysis Period (min)	CAUNCHARA H	N 3 + 18	15			-: 00,110	ēsi, r ir		. · · · ·		1 TM 1 1 1	AT THE
BEARTHUR ENGRAPE MENGEN EN DE	With Earlie								- 10 m i m		Here a v	

	<i>•</i>	>	•	<b>*</b>	4	•	1	1	<i>&gt;</i>	<b>/</b>	Ţ	4
Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL -	SBT	SBR
Lane Configurations					4	7		र्स			<u></u>	
Volume (veh/h)	0	0	0	6	2	51	8	61	0	0	61	66
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	NAME.
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	2	55	9	66	0	0	66	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage							特格特法					
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												ik roj
pX, platoon unblocked	and the second of the											
vC, conflicting volume	242	186	102	186	222	66	138			66		
vC1, stage 1 conf vol	e de la companya de											
vC2, stage 2 conf vol												
vCu, unblocked vol	242	186	102	186	222	66	138			66		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	ente – , que la lenguagaza e .	1,000/02/02/02/02	Janes Branker i		and a second of		National Contract Con-			and the second	Angry a real	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	94	99		est estatut.	100		
cM capacity (veh/h)	667	704	953	771	673	997	1446			1535		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	9	55	75	138								
Volume Left	7	0	9	0								
Volume Right	0	55	0	72				W. 45(4)		본경우속		
cSH	744	997	1446	1700					e de acción de la co			
Volume to Capacity	0.01	0.06	0.01	0.08	Filhari'							
Queue Length 95th (ft)	1	4	0	0				24.5 - 2 N. S.	rome o melodo.		eta ingilia	
Control Delay (s)	9.9	8,8	0.9	0.0								
Lane LOS	A	Α	Α	e italia ale						-1.5 0.20.50.15.15	erena na esta	
Approach Delay (s)	9.0		0.9	0.0					<b>等等效</b>			
Approach LOS	Α											
Intersection Summary												
Average Delay	ra, augustas y fan it yn		2.3			F 12 82 32 4						
Intersection Capacity Utiliz	zation		19.9%	IC	U Level	of Service	9		Α	特特。		
Analysis Period (min)	essentia di Brotino		15									
							of the Augh		法国的证据			

	۶	>	*	<b>*</b>	-	1	1	<b>↑</b>	-	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						4î			र्स	
Volume (veh/h)	74	2	1	0	0	0	0	14	8	48	13	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%		- Barin	0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	2	. 1	0	0	0	0	15	9	52	14	0
Pedestrians	ga ga sa kalan da sa sa	re la de vila vila de	S. See S. S. Garage	on the seeks of the		tura tua e			i versit i drite i ene	25 6 8492		ration has a con-
Lane Width (ft)								Variable.				
Walking Speed (ft/s)	na Puntanna i publica (1970).	de espaine ton	er verver har tel					5973 P. S741. 15	santu 426 ayılının	Alexander of the	wasta katawa	
Percent Blockage												
Right turn flare (veh)	r rivas, divida saina (d. 1)	el-Bally Narias				e o Maringe (euro)	rote vär oval roed	. <u> </u>		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	opoli i vikaliy	annokasi tirku
Median type								None	Marie San		None	(1) [4] [4] ·
Median storage veh)	author Norda			NAUNA LINE	rawata.	e Park Batterian in it	rine tankebila	satember ist.		Tentropy of the	a, sterie tijn	
Upstream signal (ft)						Baltan B	計画機関的時	<b>的新教工工工业</b>				And the second second
pX, platoon unblocked	138	1/10		140	120	20	rejobelajás r	in the AVE			ing and the	
vC, conflicting volume vC1, stage 1 conf vol	130	142	14	140	138	20	14	Ly family by	Magharia	24		
vC2, stage 2 conf vol	salaty kathira.	A planted to				ral resi - ar	Problek Naka	646. transista		aging para	WAR SAN	
vCu, unblocked vol	138	142	14	140	138	20	14			24		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	ter i Najisa		4.1	Orientalia.	
tC, 2 stage (s)		16 0 <b>0.0</b> 1	<b>U.Z</b>		0.0	0.2	gegid. Te tilge	d san iba	. 생기 동생활	7.1	VVR C VLAP	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	iastas)		2.2	a Selvición	na Rujing Hadi
p0 queue free %	90	100	100	100	100	100	100		SEACT AND D	97	delatiga te del produ	a Na Cistada
cM capacity (veh/h)	812	724	1066	806	728	1058	1604		55.34.34.44.	1591		Niger Jr.
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	84	24	66		10 (2 (2 k) K							
Volume Left	80	0	52									
Volume Right	31 A 1 1	9	0			Himan E	Na Hara (1994)	National				New York
cSH	812	1700	1591					manife ( (ili) )				
Volume to Capacity	0.10	0.01	0.03			NAME OF					HANGE	kosi (jerji)
Queue Length 95th (ft)	9	0.01	3	- North Albert	1 V F B T + SHR							n i de existed
Control Delay (s)	9.9	0.0	5.8				es Miller	ta kişiti	ar street.	affest vije	hetati.	April 1
Lane LOS	A		A	enter in the					40 115 14 214 21		a DV na 1870	**************************************
Approach Delay (s)	9.9	0.0	5.8		erana.	4 a 8			N. C. S. C.		nake se ta	
Approach LOS	Α		1 15 21 2 5 120 56	S 12 ES 2542				1.00				14 87214411 - 1
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utiliza	afion	palitika i.	20.9%	ic	المتعاا	of Service	sa Hairig		i savie Adel	valgiji Sekk		A signal
Analysis Period (min)	uuon	: #4 40% h	15		O FEACI	DI OCIVICE	Salatin i		jika t <b>∩</b> ja		#3400E/\$	Springer (1997)
Analysis i Gilou (IIIIII)				HELS BY CR		1,38 to 1 87			is etta a			
<b>数数据数据数据数据数据数据数据数据数据数据数据数据数据</b>	ADSTRUCT O	india di Nash.	1. 1800.91				19 MALES NEW			tuaning (F)	With the De West	

AP	P	E	N	D	IX	H	
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EXISTING PLUS PROJECT PLUS CUMULATIVE PROJECTS PEAK HOUR INTERSECTION

CALCULATION SHEETS

	ᄼ		*	*	4	4	*	<b>†</b>	<b>/</b>	1	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		र्स			₽	
Volume (veh/h)	0	0	0	40	0	4	46	339	0	0	81	270
Sign Control	er 190ana sa tanga sa	Stop		at reserving	Stop			Free		- 4-2	Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	43	0	4	50	368	0	0	88	293
Pedestrians	ricush thaus no style to a	E Nazge settetit tiesk		er ac footsoor	a margady ticky Sk	In the expension for	No. of Cathorney	and the facility of the second	ara e di arte da A	Barrerat e a dişe.	CAN Se Proposer	
Lane Width (ft)							<b>第三指形</b>					
Walking Speed (ft/s)	po estigatorio Nescele	9/5-450 (SAD)		era, pertangal iku	Janusings se	ADMINISTRA	prove their	on and the state of	ENDWARENCE ST	itum te mis kasti k		- 4 (1.5 g45.5s)
Percent Blockage			u Walanga	Yangi dan								
Right turn flare (veh)	a versa ti Aresto	estra estata	aren e avity sa	sintéració sidá a		e di esperata e trava	eren aller der	daga Makka	an dan subt	5.05-81.05. v v =	rije <b>kaj</b> raktorito	Boute de
Median type					學問題	ii akiisisisi		None	Trust Editor		None	
Median storage veh)		anii Haalina			lieren en de	alog yangibu	aastylääky		Höğəsi adılı hət bül	-068a-a-68a-a	aufada Helita	
Upstream signal (ft)	EPROVESTA		(WARK)							n Palifich		机制线系统
pX, platoon unblocked vC, conflicting volume	708	703	235	703	850	260	382			368		1675.194
vC1, stage 1 conf vol	100	- 1 US	200	, 1 <b>U</b> O	000	368	302			300		
vC1, stage 1 conf vol	s Real Mova			Statistic Office							STEETS	
vCu, unblocked vol	708	703	235	703	850	368	382	Bereke ide		368	jagist sajster	MARK CONTA
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	3440 150 <sub>5</sub> 4	JU/744/3174	4.1		
tC, 2 stage (s)	valumen <b>a 1</b> 4.0	*********	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(30/4. <b>1.</b> 1.1	Agran V.V.	y. y. z		RECEIVANCE N	ale, välis riekilt.	4)(k=71.44)	terk Heliaktan A	NEX MEVE T
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		Carlo Santa	2.2		
p0 queue free %	100	100	100	87	100	99	96	- February (1988)	ingels et male.	100	Alteration with	가 유명합니다. -
cM capacity (veh/h)	336	346	804	341	285	677	1177			1190	A-Britis	
Direction, Lane #	WB1	- WB 2	NB 1	SB 1		3,7						
Volume Total	43	4	418	382								
Volume Left	43	0	50	0		and the respect to the			Acces 1 of property		set in inspension of	92.21.54.51
Volume Right	0	4	0	293								
cSH	341	677	1177	1700	2.000.00	V 120 F 278 W			2			
Volume to Capacity	0.13	0.01	0.04	0.22	WALLEY.	Halina'i						
Queue Length 95th (ft)	11	0	3	0								
Control Delay (s)	17.1	10.4	1.4	0.0								
Lane LOS	C	В	Α									
Approach Delay (s)	16.5		1.4	0.0								
Approach LOS	C											
Intersection Summary												
Average Delay	Name of State of the last		1.6								, .	
Intersection Capacity Utiliza	ition		54.6%	IC	U Level	of Service			Α			
Analysis Period (min)	ere concept the second		15									

	_	>	1	1	-	<b>4</b> _		Î	<b>/</b>	1	<b> </b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
ane Configurations	ħ	4						1>			ની	
/olume (veh/h)	294	0	74	0	0	- 0	0	101	95	5	117	Say A
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%		お言葉を	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Hourly flow rate (vph)	320	0	80	0	0	0	0	110	103	5	127	
Pedestrians									24 1. S. H. P. B.			
ane Width (ft)										atair.		ALDE.
Walking Speed (ft/s)					***** ** ** **				maria en regiona			
Percent Blockage										NO MAR		1188
Right turn flare (veh)						7						
Median type					Shana			None	Bara Kata	801418	None	e investigati Language
Median storage veh)	2		er to a transition	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		otto i wakiti ki isi			European and	ing the state of t		- W 11-2
Jpstream signal (ft)	SA KARR		hately in		Heria,							
X, platoon unblocked							en sakar lank da				Manga saut sa	
C, conflicting volume	299	351	127	380	299	161	127			213	(2484k)	変数が
C1, stage 1 conf vol	Ministry and the Wilder's		- N. M., 48, 1824)		ers ⊹কত হ'েও	3 99 AT 1.0		Strength of	10000000000000	, . <del></del>		
C2, stage 2 conf vol		HITTORY	wille					Arran (a)		REAL MEDICE		
Cu, unblocked vol	299	351	127	380	299	161	127		annig (Sara Sea)	213	mode at the man	
C, single (s)	7.1	6.5	6.2	7.1	6.5		4.1		44447.3	4.1		New York
C, 2 stage (s)	S are and specifical		e i sur a e i premere	erra, a bridans	354 J. 263 H	NATION AND THE		#4.8AFF 13	Berlin Tree Bally British	eli ve il lege	15 s. 35 s. (39/6)	A145
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	<b>建基础的</b>		2.2		4,45.40
0 queue free %	51	100	91	100	100	100	100	EVERY MINUS.		100		
:M capacity (veh/h)	651	571	923	526	610	884	1459			1357		
Direction, Lane #	EB1	EB 2	NB 1	SB 1								
/olume Total	320	80	213	133							1940/1947	
/olume Left	320	0	0	5		1.4 1.2 1.1.2 1.1.	rangan, kun kina da			Part Paragraph (2014)		7 15 17 T
/olume Right	0	80	103	0				Propies				
SH	651	923	1700	1357	S 12 , N 8 1	**************************************	TO THE PARTY OF		and the second section	an er kayin serv	and and an are	
olume to Capacity	0.49	0.09	0.13	0.00		Wales and		Ayrayê.		PRESIDE		Asset
Queue Length 95th (ft)	68	7	0	0		1 1 1 X 1 1 1 1 1 1 1 1 1		** * * * * * * * * * * * * * * * * * * *				
Control Delay (s)	15.7	9.3	0.0	0.3								
ane LOS	С	Α		Α						A CONTRACTOR		
pproach Delay (s)	14.4		0.0	0.3	stell tille		regional	. You vis				
pproach LOS	В	and a second					estin a signer		* 6 Table 5th		907 (#8.8V) () ()	
ntersection Summary												
verage Delay			7.8									The second second second

	<b>A</b>	>	*	1	4-	4	1	Ť	<i>&gt;</i>	/	<b>\</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			₽						43-	
Volume (veh/h)	175	32	0	0	30	23	0	0	. 0	38	the first to the	153
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	190	35	0	0	33	25	0	0	0	41	2	166
Pedestrians	a South No. an William	N. Belliness 1	a. Na Herrina		salah magaya			Mikin Nama aka	na aya ayada	etta ewkanije na	Markeys of the co	afa hawa ternimah
Lane Width (ft)	的為特別											
Walking Speed (ft/s) Percent Blockage		e sankadak	Diela Warren	Affrica de la com	ESITE ELECT	Million Palasta		log en 1994 e	uda Kiringa Pa	to Sales of the	950 (1944) 1.400 (19	Jacobier Jacobier
Right turn flare (veh)		相關 推销工程						(A) a starts			Andayki)	
Median type	AANS Res		weet to		determine.		a vividade bi	None		13% 251-500	None	
Median storage veh)	F. L. 2000 S. F. 2000		JAN BENANTS	in what hall	34 FT 4 FT 34		Augaling Afrika	INOILG			INOILE	
Upstream signal (ft)												
pX, platoon unblocked	e el ferelle de la		P.T 1 14 17 27			na regio at elga	i vi se Milita (i di	in darbaran	. 김 왕기생의 왕석		강한 경기에 다	A 191. NO 31
vC, conflicting volume	209	168	85	185	251	0	168			0		
vC1, stage 1 conf vol		2 27 27	#1045 Jun 11	1 1 1 1 1 1 1 1 1		7 11 27 m					a subsequences	A-1000 - 12+1 - 2
vC2, stage 2 conf vol	Sayha											
vCu, unblocked vol	209	168	85	185	251	0	168			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	BSN COMPENSATION AND	ana mang lain.	1. 0.2 (0) 2.									
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	95	100	100	95	98	100	1969 (\$8.75		97		
cM capacity (veh/h)	689	706	974	732	635	1085	1409			1623	ted States vill Klasivers in 2001	
Direction, Lane #	EB1	WB 1	SB 1								West 1	
Volume Total	225	58	210									
Volume Left	190	0	41	la nyakatuuna en	eg a street with			, aud typotes		it. Frigitings	restancia din	
Volume Right	0	25 775	166			나 시간 환경						
cSH Volume to Capacity	691 0.33	0.07	1623 0.03	i Delikaren 11 ia	Maranaka	aris enn.			ers estét ville	Wales in the	adelitat (2.4)	1341a.r.
Queue Length 95th (ft)	0.33 35	0.07	2									ELA EVILLE
Control Delay (s)	12.7	10.0	1.6		sa Tewn s	K Kalanda, P			eur tekk	agan E. Asta Ma	Gerral Village	
Lane LOS	12.7 B	10.0	Α			, tina pak		16 C - 6 FY	tik ingil ndi			36,707,61
Approach Delay (s)	12.7	10.0	1.6	anna.					n. Příta Al			
Approach LOS	В	В	ji taribara				i wiii s	Dermi Fleienie		a will in la Die Mill.		
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization	n 🤰 💮		36.4%	Jane 100	U Level	of Service	NATE		<b>A</b>			d log.
Analysis Period (min)			15									
	teacht it is t	医多种抗菌素		1865 MAG	artenia (k. 1	au 1945.	Jan H. A.		1400 Publish # #			

	♪		~	1	4	4	1	<b>↑</b>	<i>*</i>	1	<b></b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			€	
Volume (veh/h)	0	0	0	6	. 1	24	15	57	0	0	49	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			- 0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	1	26	16	62	0	0	53	87
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked			1 - 13 m - 15 m									
vC, conflicting volume	218	191	97	191	235	62	140			62		著具計
vC1, stage 1 conf vol												
vC2, stage 2 conf vol					in i							
vCu, unblocked vol	218	191	97	191	235	62	140			62		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		图图等于
p0 queue free %	100	100	100	99	100	97	99			100		
cM capacity (veh/h)	712	696	960	762	658	1003	1443	THE		1541		
Direction, Lane #	WB 1	- WB 2	NB 1	. SB 1		10.9						
Volume Total	8	26	78	140		(4.Sibil						
Volume Left	7	0	16	0								
Volume Right	0	26	0	87								
cSH	745	1003	1443	1700								
Volume to Capacity	0.01	0.03	0.01	0.08								
Queue Length 95th (ft)	1	2	1	0								
Control Delay (s)	9.9	8.7	1.6	0.0								
Lane LOS	Α	Α	A							1		
Approach Delay (s)	9.0		1.6	0.0								
Approach LOS	Α											
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utiliz	ation		24.6%	IC	U Level	of Service			Α		Paris de la compa	
Analysis Period (min)			15									
		Heliot										

	Þ	>	*	•	4	1	*	1	/	1	Į.	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	The second second	₩						4			र्स	
Volume (veh/h)	54	0	5	0	0	0	0	15	6	47		0
Sign Control	entral and a second second	Stop		A	Stop			Free			Free	
Grade		0%			0%			0%		- GELLET	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	0	5	0	0	0	0	16	7	51	13	0
Pedestrians	riches - sea trasses	. Talleya, vilasto je	end and show	er ever \$14 hallon in	and the extra	e Marie against an	to visit to discount					
Lane Width (ft)												
Walking Speed (ft/s)	des deserções signações	delineat mystali	re avity pressive that	amo i legnada 100	latina Authoria	tartettovibutada	e statute to	KONGO WALING G	and Care St		Javen Branens	
Percent Blockage						TOTAL BE						
Right turn flare (veh)	owiest erwalt (fasters)	en se numerasine	neggio di disk	til malitake selesis	(186 28 J. S. V. 1	. Ch. The kinds of a	Mark Hotel College Co.	te so geglevate word		esie. Dather	ner en granden i 1	
Median type								None			None	語為學
Median storage veh)	e (41) do Andrewski b	6890 BEE		n, sa, ing ngitora.		Favorus Blaus Butt. 17	Sames called	era jadi aya 149 ji	area di esti in tal	read training to re	Internation of	445 x 225 x 40
Upstream signal (ft)												
pX, platoon unblocked	esettemaken	1000	vista atteur Air	an an ang ang ang	r Norweg	SESSES MARK	8083.583 (12.1)	sustant and the		o waalaa aa	salah menangkan	te takes in
vC, conflicting volume	135	138	13	140	135	20	13			23		
vC1, stage 1 conf vol		4.40 80 48 80			A USBN 1974	Bunga estata	e western val Blaumer	tarin malak	er op Akt CDF De	. Katha libas orio	tar varanya sa	es sant the e
vC2, stage 2 conf vol	400				405							
vCu, unblocked vol	135 7.1	138	13	140	135	20	13	u ako kakale	4-0 ths 2 195 H	23	n awar saasa sun	sa arisa si tanan
tC, single (s)		6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	a francis i <del>P</del> ol	5 40.69 <b>7 X</b> 9	alosis n Ar	3 - 8 A A A	A EST PASSE			9 J. 1996 J. 19 D.	84% a mp. 684.04 k
p0 queue free %	93	100	3.3 99	3.5 100	4.0 100	3.3	2.2 100			2.2		
cM capacity (veh/h)	816	729	1067	805	732	100	1605	istra replikt	r Williams	97 1592	Sa 14 Subs of Villagi	. (797)Eyyddd
20 Per 2011 - 20			4 1 21 1 A 1 4 1 1 4 8 4 74	805	132	1058	1605		V. M. I vete	1592		3743547
Direction, Lane #	EB1	NB 1	SB 1			and the second second		Standard Company				
Volume Total	64	23	64									
Volume Left	59 5	0 7	51		elinis laborar et et e	s van Navion fr		ar eld savitidade. 1				535-50
Volume Right cSH		and the second second	4500									
	833	1700	1592	i i risu na salis lau.		nastals, enga	daa a qaadka	an taga di maja a dag	entre a tra	re La vigazio		
Volume to Capacity	0.08	0.01	0.03									
Queue Length 95th (ft)	6 9.7	0 0.0	2 5.9	. Totales	Yantan di w	er Best vereigigen in					rii Perisi aan ka	, apa ja es
Control Delay (s) Lane LOS	<ul> <li>1</li></ul>	0.0	0.9 A			Life of				THE CLASSE		
Approach Delay (s)	A 9.7	0.0	5.9	1914 A 1914	uni egin e		in A Windows		Saratis, m		6194. USS	Shark said:
Approach LOS	9. <i>1</i> A	0.0	0.9					dialitate.				
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utiliz	zation	Section of	19.9%	IC	U Level	of Service			Α	a Majad		1888
Analysis Period (min)			15									
arangan salah kalendar	Adde Julies	Balty of t	744 E ST	1 - BURNEY	V. British			4.83.45	500 Sale 65		. Yan w	

	۶	>	*	*	4-	4	4	1	<i>&gt;</i>	<b>\</b>	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		र्स			1>	
Volume (veh/h)	0	0	. 0	41	3	10	36	526	0	0	69	342
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	45	3	11	39	572	0	0	75	372
Pedestrians												
Lane Width (ft)			學。對為自									
Walking Speed (ft/s)	anting and the beau											
Percent Blockage											<b>语符号</b>	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)		and the second section										
Upstream signal (ft)												
pX, platoon unblocked		to est essent.					1,0,0,0,0,0,0,0,0				4 A	
vC, conflicting volume	923	911	261	911	1097	572	447			572		
vC1, stage 1 conf vol	and a second contract of the second											
vC2, stage 2 conf vol												
vCu, unblocked vol	923	911	261	911	1097	572	447			572		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	antene du talkoaska lei ini	Statute of the co	La reage de l'étre				and the second of the	o servicano				
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	82	98	98	96	ann agus againn agus	and the second	100	arining metal	
cM capacity (veh/h)	235	265	778	248	206	520	1114			1001		
Direction, Lane #	WB 1	WB 2	NB 1	SB 1								
Volume Total	48	119	611	447								
Volume Left	45	0	39	0	e in in the				recent and a contract of			
Volume Right	0	11	0	372								
<b>cSH</b>	245	520	1114	1700			(5. 00000 to 20.4 a. 3.	un er na era	. an benefici	until descripte inte	and the second	
Volume to Capacity	0.20	0.02	0.04	0.26					特的特			
Queue Length 95th (ft)	18	2	3	0			r tour average				com to z + i c	
Control Delay (s)	23.2	12.1	0.9	0.0								
Lane LOS	C	В	Α	9- 10-5-7			era era arriar	. e ti				
Approach Delay (s)	21.2		0.9	0.0								
Approach LOS	С											
Intersection Summary												
Average Delay	9897, 200, 100, 100		1.6									
Intersection Capacity Utiliza	tion		67.2%	IC	U Level	of Service			С			
Analysis Period (min)	and a second		15					. Ale et				
					3.以为为							

	ᄼ		•	1	4	1	1	<b>↑</b>	<b>/</b>	-	<b>.</b>	4
Movement	EBL	EBT	EBR	WBĽ	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻ	<b>₽</b>	-					<b>1</b>			4	
Volume (veh/h)	455 -	. 0	34	0	0	. 0	0	110	72	5	105	0
Sign Control	e filosofi han econoc	Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	495	0	37	0	0	0	0	120	78	5	114	0
Pedestrians	on the action of											
Lane Width (ft)												
Walking Speed (ft/s)	e a di Testa Albertania											
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	整洁 谷
Median storage veh)	e waa dawaaan ah ahaa											
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	284	323	114	321	284	159	114			198		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	323	114	321	284	159	114			198		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		45 POST S January
p0 queue free %	26	100	96	100	100	100	100			100		
cM capacity (veh/h)	667	592	938	605	623	887	1475			1375		
Direction, Lane#	EB1	EB 2	NB 1	SB 1								
Volume Total	495	37	198	120								
Volume Left	495	0	0	5								
Volume Right	0	37	78	0								
cSH	667	938	1700	1375								
Volume to Capacity	0.74	0.04	0.12	0.00							YELLER!	
Queue Length 95th (ft)	165	3	0	0								
Control Delay (s)	24.3	9,0	0.0	0.4								
Lane LOS	С	Α		Α								
Approach Delay (s)	23.2		0.0	0.4		74 y A. Y						<b>克勒</b> 语
Approach LOS	С											
Intersection Summary												
Average Delay			14.6					and the second state of th				
Intersection Capacity Utilizati	on		42.1%	IC	U Level	of Service			. A	医多形面		
Analysis Period (min)	agent or a self		15	al land 17	1		era			11 July 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Branchise Nobel Benderal Stagen	ittis tillitaania		Nay Niji	\$1,540,544		54.12 15.16 <u>4</u>		Added to	4243.45	THE SHIP	To Brown Marc	

	<u></u> <i>▶</i>		*	•	4-	1	*	1	<i>/</i>	<b>\</b>	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			€						4	
Volume (veh/h)	156	32	0	0	23	25	0	0	0	20	0	168
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	35	0	0	25	27	0	0	0.	22	0	183
Pedestrians	er kannta den bestil na			interest of the earth					- 4. Phys. 1 59		. But its its in	
Lane Width (ft)									NEW EX			
Walking Speed (ft/s)	er Eustan er Cour	Capaphel ()	aran Selesia	r - 1 sast Buwa	enska e et t	a est a stalla est d			e 11 mas A 8 m (24 m )	a en estera el	The wife of the Section	i kalesa tirtit
Percent Blockage				F111 (\$1)								
Right turn flare (veh)	or California (M.C.)	arkarıl se.				ta paren a		e yananiy	en enamente		n de <b>Var</b> andaro	Janes San
Median type		titistay (s.)				PERMIT NA		None			None	
Median storage veh)	515.98V0,0913.4	ng si Agastias	Salar a Baray	ur in Halle	No invote de M	gragostinos (SA)	nassa) in ind	Turk Military	15 1 17 5 1 1 1 4 1 1 15 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1		Negation as a	e Librard Frag
Upstream signal (ft)	de Herbert								生物 法证据			y Ald Artist
pX, platoon unblocked vC, conflicting volume	174	135	91	150	226	. N. 19 (1. 14)	400			sas As		
vC1, stage 1 conf vol	805 × 11.4 ×	133	91	152	226	U.	183			U	PRABITATE.	Addisord i
vC2, stage 2 conf vol		11559230	r filozofia e	\$ - 5.5 cs 144 .	. 18 18 19 19 19 1	Edward New Y		agatathalf angs			novalani.	and special in
vCu, unblocked vol	174	135	91	152	226	0	183	CONTRACTOR	Mark and and an	0	A WARE	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1	unikensi k	g Rywngjan se
tC, 2 stage (s)	84.20 A.4.25	0.5	0.2	a dise to bas	0.0	0,2	180 - <b>9 -</b> UA		ingsegersbeet.	a fatted to		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	anishti.	
p0 queue free %	77	95	100	100	96	97	100	4 . 54500	하네 최고 생산되는	99	whi. 12 (4 13)	CAUSEACHA
cM capacity (veh/h)	739	746	966	778	664	1085	1392			1623		r te BAS Ja
Direction, Lane #	EB 1	WB 1	SB 1		001	1000	1002			1020		
Volume Total	204	52	204			Vicini de la compa		in o	N - American		ro (subsect)	
Volume Left	170	0	22			医异类原理 [4]				registration.		
Volume Right	0	27	183					. 14. (1. 15.)	y obstatatí	t Parkets	55-8, 85-86, P	
cSH	740	832	1623		40)H4410-5				an feet gav			
Volume to Capacity	0.28	0.06	0.01			5323474.30		o Alabaha		99. Hyperi	발한국민합의	1724-174
Queue Length 95th (ft)	28	5	1	ul is litely.						Miller of A	De la MANGA	
Control Delay (s)	11.7	9.6	0.9		kg still sign ti	eur Pether	dalah b	egymy.				NEW Y
Lane LOS	В	A	Α	M (1 % N 2 % 1		g the subject of the					sith galaith air	t sate at .
Approach Delay (s)	11.7	9.6	0.9		<u>New Year</u>	A SAN CONST			Hadisələr			
Approach LOS	В	Α	er weett b	Sala a tra						i. Ii e iş ile i		A Charles
Intersection Summary												
Average Delay			6.7									
Intersection Capacity Utiliza	tion		35.1%	in	Hevel	of Service	N. S.	142 - 15 - 15	Δ			
Analysis Period (min)	uyu garara		15	10	O FOAGI	OF COLVICE		mate (Asie	Α			
			10		9.1914	. 98.44.701			Nadioese i		4.1%(1944).	
	· · · · · · · · · · · · · · · · · · ·	NAME OF STREET		1.54334			Malin 199	raint (19 kilon	THE POST OF			

Lane Configurations  Volume (veh/h) 0  Sign Control  Grade  Peak Hour Factor 0.92  Hourly flow rate (vph) 0  Pedestrians  Lane Width (ft)  Walking Speed (ft/s)  Percent Blockage  Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft)  pX, platoon unblocked  vC, conflicting volume 242  vC1, stage 1 conf vol  vC2, stage 2 conf vol  vCu, unblocked vol 242  tC, single (s) 7.1  tC, 2 stage (s)  tF (s) 3.5  p0 queue free % 100  cM capacity (veh/h) 667  Direction, Lane # WB 1 V  Volume Total 9  Volume Right 0  cSH 744	0 Stop 0% 0.92 0	0.92 0.92 0.02 102 6.2 3.3	WBL 6 0.92 7 186 186 7.1	WBT  2 Stop 0% 0.92 2 222 222 6.5	WBR 7 51 51 66 66 6.2	NBL 8 0.92 9 138 4.1	NBT 61 61 Free 0% 0.92 66	0 0.92 0	0 0.92 0 0 66 66 4.1	SBT 61 Free 0% 0.92 66	SBF 66 0.92 72
Volume (veh/h) 0 Sign Control Grade Peak Hour Factor 0.92 Hourly flow rate (vph) 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Right 0 cSH 744 Volume to Capacity 0.01	0% 0.92 0 186 186 6.5	102 102 6.2	0.92 7 186 186 7.1	2 Stop 0% 0.92 2	0.92 55 66	0.92 9 138	61 Free 0% 0.92 66	0.92	0.92 0	61 Free 0% 0.92 66	0.92
Sign Control Grade Peak Hour Factor 0.92 Hourly flow rate (vph) 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	0% 0.92 0 186 186 6.5	102 102 6.2	0.92 7 186 186 7.1	Stop 0% 0.92 2	0.92 55 66	0.92 9 138	Free 0% 0.92 66	0.92	0.92 0	Free 0% 0.92 66	0.92
Grade Peak Hour Factor 0.92 Hourly flow rate (vph) 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Right 0 cSH 744 Volume to Capacity 0.01	0% 0.92 0 186 186 6.5	102 102 6.2	186 186 7.1	0% 0.92 2 222	55 66	9 138	0% 0.92 66		66	0% 0.92 66	
Peak Hour Factor 0.92 Hourly flow rate (vph) 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 242 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 186 6.5	102 102 6.2	186 186 7.1	0.92 2 222	55 66	9 138	0.92 66		66	0.92 66	
Hourly flow rate (vph) 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 186 6.5	102 102 6.2	186 186 7.1	222	55 66	9 138	66		66	66	
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) 00 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Total 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 186 6.5	102 102 6.2	186 186 7.1	222	66	138 138			66		
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) 00 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 6.5	102 6.2	186 7.1	222	66	138	None		66	None	
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, single (s) tF (s) p0 queue free % p0 queue free % tom capacity (veh/h)  Direction, Lane # WB 1 Volume Total Volume Right tom control to the capacity to conflict turn flare to the capacity to conflict turn flare to the capacity to conflict turn flare turn	186 6.5	102 6.2	186 7.1	222	66	138	None		66	None	
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tT, 1 tC, 2 stage (s) tF (s) p0 queue free % to cM capacity (veh/h) Direction, Lane # WB 1 Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0 0 Median type Additional Stage Add	186 6.5	102 6.2	186 7.1	222	66	138	None		66	None	
Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) 100 cM capacity (veh/h)  Direction, Lane # WB 1 W  Volume Total 9  Volume Right 0 cSH 744  Volume to Capacity 0 0.01	186 6.5	102 6.2	186 7.1	222	66	138	None		66	None	
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) T1 tC, 2 stage (s) UF (s) p0 queue free % t00 cM capacity (veh/h) Direction, Lane # Wolume Total Volume Left T Volume Right CSH Volume to Capacity Volume to Capacity Volume Negative Volume to Capacity Volume Negative Volum	186 6.5	102 6.2	186 7.1	222	66	138	None		66	None	
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) p0 queue free % p0 queue free % tCm capacity (veh/h)	186 6.5	102 6.2	186 7.1	222	66	138			66	None	
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)  Direction, Lane # WB 1 W Volume Total Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0 0.01	186 6.5	102 6.2	186 7.1	222	66	138			66		
pX, platoon unblocked vC, conflicting volume 242 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 242 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 6.5	102 6.2	186 7.1	222	66	138	rene Sara Sara		66		
VC, conflicting volume 242  vC1, stage 1 conf vol  vC2, stage 2 conf vol  vCu, unblocked vol 242  tC, single (s) 7.1  tC, 2 stage (s)  tF (s) 3.5  p0 queue free % 100  cM capacity (veh/h) 667  Direction, Lane # WB 1 W  Volume Total 9  Volume Left 7  Volume Right 0  cSH 744  Volume to Capacity 0.01	186 6.5	102 6.2	186 7.1	222	66	138			66		
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 242 tC; single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 V Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	186 6.5	102 6.2	186 7.1	222	66	138	nicke bil Sin 1889 Charline		66		
VC2, stage 2 conf vol         vCu, unblocked vol       242         tC, single (s)       7.1         tC, 2 stage (s)       3.5         p0 queue free %       100         cM capacity (veh/h)       667         Direction, Lane #       WB 1       W         Volume Total       9         Volume Left       7         Volume Right       0         cSH       744         Volume to Capacity       0.01	6.5	6.2	7.1								
vCu, unblocked vol       242         tC, single (s)       7.1         tC, 2 stage (s)       3.5         p0 queue free %       100         cM capacity (veh/h)       667         Direction, Lane #       WB 1       W         Volume Total       9         Volume Left       7         Volume Right       0         cSH       744         Volume to Capacity       0.01	6.5	6.2	7.1								
tC; single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 V Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	6.5	6.2	7.1				dest b	ver indicate		25439680505	\$100 July
tC, 2 stage (s)  tF (s) 3.5  p0 queue free % 100  cM capacity (veh/h) 667  Direction, Lane # WB 1 W  Volume Total 9  Volume Left 7  Volume Right 0  cSH 744  Volume to Capacity 0.01	- 114			0.0	0.2				41		
tF (s) 3.5 p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W  Volume Total 9  Volume Left 7  Volume Right 0 cSH 744  Volume to Capacity 0.01 (	10	3.3				Tell (Tell state)	heard day	NV * NoVe	A 711	erkiy navir.	
p0 queue free % 100 cM capacity (veh/h) 667  Direction, Lane # WB 1 W Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01 (	4.0		3.5	4.0	3.3	2.2		H. 3743.4	2.2	5 7gB 902	
cM capacity (veh/h) 667  Direction, Lane # WB 1 W  Volume Total 9  Volume Left 7  Volume Right 0  cSH 744  Volume to Capacity 0.01	100	100	99	100	94	99	terifikit versit e		100		
Direction, Lane # WB 1 W Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	704	953	771	673	997	1446	juhta, ir		1535		
Volume Total 9 Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01	VB 2	NB 1	SB 1			0.30.703.3.5					
Volume Left 7 Volume Right 0 cSH 744 Volume to Capacity 0.01 (	55	75	138								Maria
Volume Right 0 cSH 744 Volume to Capacity 0.01 (	0	9	0	4 9 4 TO \$2	r No Brokel			di Lilater valta	DIAN RELACION		
cSH 744 Volume to Capacity 0.01 (	55	0	72		A. Mark						183 A.
	997	1446	1700	1 2000							****
	0.06	0.01	0.08	<b>Light Service</b>					HALMA)		\$1.38°
addad Edngar ddar (it)	4	0	0								
Control Delay (s) 9.9	8.8	0.9	0.0								
Lane LOS A	Α	Α									
Approach Delay (s) 9.0 Approach LOS A		0.9	0.0								
Intersection Summary											
Average Delay		2.3									
ntersection Capacity Utilization		19.9%	ic.	III evel d	of Service		4. A. A. S.	<b>A</b>			
Analysis Period (min)	Willia,							rv :			
		15.576		O LOVOI (	JI OCI VICO						

	<b>→</b>	>	7	✓	<b>-</b>	1	4	1	<i>&gt;</i>	7	<b></b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44						<del>د</del> اً			सी	
Volume (veh/h)	74	2	1	0	0	0	0	14	8	48	13	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	2	1	0	0	0	0	15	9	52	14	0
Pedestrians	one out all out of											
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			3.374.00					None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	water the contract of	v 5-										
vC, conflicting volume	138	142	14	140	138	20	14			24	Hair Har	HANNE.
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	138	142	14	140	138	20	14			24		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)			Tuesday and									
tF (s)	3.5	4.0	3.3	- 3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	100	100	100	100	100			97		
cM capacity (veh/h)	812	724	1066	806	728	1058	1604			1591	Ment	
Direction, Lane#	EB 1	NB 1	SB 1									
Volume Total	84	24	66									W. H.Y.
Volume Left	80	0	52							10		
Volume Right	.1-	9	0									
	812	1700	1591									
Volume to Capacity	0.10	0.01	0.03									
Queue Length 95th (ft)	9	0	3				. 6					
Control Delay (s)	9.9	0.0	5.8									
Lane LOS	Α		A									
Approach Delay (s)	9.9	0.0	5.8									
Approach LOS	Α											
Intersection Summary												
Average Delay	Acres Acres 1		7.0				_		_			
Intersection Capacity Utiliz	ation		20.9%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
												depet